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MOTOR COACH AGE

NOVEMBER-DECEMBER 1988

Baltimore Transit Under NCL

From the Editor

Coming Up in 1989

Completion of this magazine's fourth decade of reasonably regular publication also brings us most of the way through its most ambitious series of articles so far, delineating the history of transit in Baltimore since the beginning of motor bus service there in 1915. A double issue planned for publication in March will round out this story with the MTA years. Meticulously researched and drafted by Harry Bennett, that issue is now in active preparation.

Next year will begin with the first of two parts on Spokane, and the conclusion will follow probably in June. Articles on Stockton and Salt Lake City having been published already, we will have looked at three of the transit properties that once were in the Pacific City Lines chain.

The February 1989 issue will feature the work of a new contributor to these pages as we publish the story of buses in Jackson, Michigan by James M. Franzen. Once again a product of careful and time-consuming research, the Jackson story shows how one small-city transit system survived against almost overwhelming odds.

Later in the year, "Buses in the Fox River Valley" by Mel Bernero will cover the history of another midwestern National City Lines property—actually three properties—acquired by NCL after their complete conversion from rail to bus.

Readers interested in intercity operations can look forward to Bob Smith's monumental history of Santa Fe Trailways and its predecessor companies. Bob has been gathering material for years and reports that his manuscript is almost finished. From what has been submitted so far, it is clear that the Santa Fe story will have to be published in several parts, and the plan is to begin this series during 1989. Anyone having prewar photographs of Santa Fe or Southern Kansas buses that are suitable for reproduction is urged to let Bob or the editor know.

With regard to bus manufacturers, four major articles and two smaller ones are in preparation. Whichever of the major stories is completed first will appear in a midsummer double issue.

The usual news items, current photographs of interest, and short features will continue to be worked in as space allows. We continue to be interested in contributions in all of these categories, as well as in longer historical articles. Thanks to those who took the time to help in 1988, and to all:

Season's Greetings!

On the Front Cover

Northbound to Pennsylvania & Fulton on former trackless trolley Rt 1, Baltimore Transit Co. 2524 evokes memories of the 1960's against a background typical of that city, now as well as then. BTCo bought 160 of these buses in 1948, lost one early on to a fire, and picked up two more in 1949. This was the largest of all fleets of C-44's, and more than half of them were still on the roster at the beginning of 1967—but all were retired in that year, replaced by the private company's last new buses. With that purchase Baltimore's transit service was provided entirely by GM diesels. —BTCo photo

MOTOR COACH AGE

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Founded in 1948 as the National Motor Bus Association, the Motor Bus Society has as its main purpose the collection and publication of information about the history and progress of the bus business in the United States and Canada. Its membership includes representatives of many phases of the industry as well as students and members of the general public with an interest in bus transportation. The Motor Bus Society is a not-for-profit New Jersey corporation with unpaid volunteer officers.

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ISSN 0739-117X

BOOKS AND PERIODICALS

INTERCITY BUS LINES OF THE SOUTHWEST by Jack Rhodes. xv + 158 pages, 6 x 9, with 80 illustrations. Published 1988 by Texas A&M University Press, Drawer C, College Station, Texas 77843. Price $22.50.

The author teaches at Miami University in Oxford, Ohio and serves as midwest regional vice president of the Motor Bus Society. He has a special interest in the early bus lines of the southwestern United States, and he has written this book from a unique point of view.

To quote his preface, "intercity buses played a significant role in the travel patterns of Texans and other southwesterners during the first half of the twentieth century, but the history of these companies is for the most part not well documented." The research for the book carried the author to numerous libraries, to the archives of the Railroad Commission of Texas, and also to the records of the motor bus operators' associations; much of the narrative reflects the contemporary problems faced by the bus operators themselves in the early days of regulation.

The story begins with the attempt of W.B. Chenoweth to run a "motor driven stage coach" of his own design between Snyder and Roscoe in 1907—a service that failed to endure. After World War II, development of the Texas oil fields provided real impetus for bus service to grow, but then the railroads moved in once the traffic was established, and these bus services too were generally short-lived.

The book recounts the origins of many southwestern bus companies whose names are familiar, and others that have long vanished. Its focus is on the entrepreneurs who managed to get established and to prosper where others failed, and on the successive problems that they had to confront and solve both individually and through their associations. The story is carried down to the late 1940's.

Most of the illustrations have not been published before and must have taken considerable effort to assemble. Others, from the MBS library, are standard builder's views, including lots of Flxibles, which were favored by smaller operators in the southwest and elsewhere for many years.

There are 15 pages of notes and bibliography, and a comprehensive index. —AEM

*

WHEN EASTERN MICHIGAN RODE THE RAILS: Book 3—Detroit to Jackson and Across the State. By Jack E. Schramm, William H. Henning, and Richard R. Andrews. 223 pages, 8½ x 11, with 340 illustrations and 20 maps. Published 1988 as Interurbans Special 109 by Interurban Press, P.O. Box 6444, Glendale, Calif. 91205. Price $39.95.

The scope of this work is indicated by its subtitle: "Transit across Michigan by interurban, train, bus," and by a listing of its chapter titles: Building the Ypsi-Ann; Competing Lines; The DJ&C Under the DUR; Bankruptcy and Final Years; Ann Arbor City Lines; Michigan Railway Co.; Interurban and Suburban Bus Service; and Railroads Across the State. Although it is not the standard electric railway history, most of its pages are taken up with the construction and operation of the Detroit, Jackson & Chicago and of the Michigan Railway, the latter a far-flung system that even had steamships crossing Lake Michigan.

The DJ&C line from Detroit to Ann Arbor and Jackson, which was operated for most of its life though not owned by the Detroit United Railway, is the most extensively documented of the operations covered in this volume. The authors have derived most of their text from a collection of substantial scrapbooks maintained over the years by the DUR and fortunately not discarded. The chapter on the Michigan Railway Co. covers more than 50 pages. Photographs bring the story right down to the present day, including current bus operations in Ann Arbor and in the Detroit suburbs, though the text does not go into detail on these.

Maps are uniformly well done and contribute greatly to the understanding of the systems described. Of great interest is the exhaustive array of photographs documenting the long-vanished interurban lines. Assembled from many sources, the pictures convey a real sense of the operating conditions and the territory that was served by the electric railways.

There is a roster of DUR interurban cars and one of Ann Arbor city cars; but Michigan Railway roster notes are fragmentary. A collection of bus rosters has also been included, and the work concludes with a chronology of important dates.

Anyone with an interest in midwestern interurbans should have this book, as well as the first two in the authors' series. There is a fourth volume in preparation on the Detroit-Toledo corridor. —AEM

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THE NEW ELECTRIC RAILWAY JOURNAL. Vol, 1, No. 1, Autumn 1988. Published quarterly by the Free Congress Research and Education Foundation, 721 Second Street N.E., Washington, D.C. 20002. Annual subscription $20; single copies $5.95.

Involved in this new periodical are people whose names will be recognized by many. The publisher is Paul M. Weyrich of Washington, the associate publisher is William S. Lind, and the editor is Richard R. Kunz of Chicago, who says in his inaugural Letter from the Editor, "We intend to be the Bible of the industry, a source for information and enlightenment (with emphasis on the latter) that can promote a tool to unstrangle our cities and to improve the quality of life for all their residents."

The first issue comprises 54 pages on high-quality paper plus full-color photographs on the four covers. There are three articles. A transcribed interview with George Krambles is the longest of them, essentially an "oral autobiography" in which Mr. Krambles recounts some of his great and small achievements in the course of more than 40 years with Chicago Rapid Transit and the CTA. Next comes a directory of electric transit operations in North America, handy if unbalanced (NYCTA's 230-mile subway system rates less space than the 14-mile Staten Island Rapid Transit), and finally there is a description of the construction of the San Diego Trolley, written by an unnamed author and expanded from a series of articles in *Passenger Train Journal*.

Production standards are high throughout, with sharp, clear photographs and attractive layout. Those of us who have been forced to rely on *Modern Tramway* for news of current events on North American electric railways may now have a valuable new source. —AEM

BALTIMORE

Part II. Baltimore Transit Under NCL

National City Lines, the transit system holding company of the five Fitzgerald brothers, organized American City Lines in 1943 to make investments in transit companies that were too large for NCL to acquire outright. ACL was capitalized at $6,260,000 and was 84 per cent owned by NCL, which was putting wartime income to work in this way. One of American's first investments was in Baltimore Transit Co., purchased on the open market during 1944. Securities acquired in that year amounted to 11.5 per cent of the common shares, enough for voting control, 30 per cent of the preferred stock, and 10 per cent of the income bonds. In 1946 ACL was merged into NCL, and the Maryland Public Service Commission authorized NCL to buy additional shares of BTCo common, not to exceed 30 per cent of the total outstanding.

At the end of June 1945 National City Lines management people took over from long-time Baltimore Transit men such as general manager J. Brooke Duvall, who retired after 48 years' service, and President Bancroft Hill, an engineer who had headed the company since 1936. The Baltimore Transit system when NCL assumed control comprised about 1040 streetcars serving 28 routes (including shuttles) from 14 carhouses, 128 trackless trolleys on three routes, and 242 motor buses on 19 routes.

Whereas most of the electric lines were important ones, most of the motor bus lines were not. Instead they were minor feeders or crosstown connectors, and only Rts B-Mount Royal Avenue and Q-Orleans Street-Halethorpe could qualify as significant. (Rts A-Charles Street and G-East Fayette Street might have been considered major routes, but the Office of Defense Transportation had ordered them suspended during World War II.) Also, about 50 of those 242 buses were relics of a 1930-31 fleet replacement program and had lasted until 1945 only because of increased war-related travel.

Baltimore Transit had placed 75 new Pullman PCC cars in service during 1944, six Pullman trackless trolleys also in 1944, and five GM TD-4506 diesel buses in June 1945. The only new vehicles on order when NCL management took over were another 100 GM diesels. This purchase was made by the former management in line with its 1941 decision to concentrate on diesel-hydraulic buses. Delayed in delivery for about five months by a strike at General Motors, the new buses were delivered in April 1946. Some of them were used to restart Rt A and to resume parts of other lines suspended during the war, but most replaced gas buses built in the mid 1930's. There can be little doubt that these assignments were those that would have been made had NCL not taken over.

Modernization Plans

By the early months of 1946, however, Baltimore Transit had submitted to the Public Service Commission a program to replace about half of its streetcar lines with buses or trackless trolleys and had placed orders for the new equipment that would be needed. Every manufacturer had a backlog of orders, and every operator wanted new buses.

BTCo had already ordered 100 Ford Transits and now ordered another 200 GM diesels and 63 Brill trackless trolleys. All of this new equipment was delivered in the NCL orange, green, and white "fruit salad" color scheme, and the existing fleet including the PCC's began to be repainted in those colors.

According to press reports the company's intent was to buy 400 new GM diesels for 1947 delivery. Only 200 were actually ordered and received. The difference was largely made up by purchase of 160 Brill C-44 gas buses with torque converters, which ran throughout the system on major routes for several years before being relegated largely to rush-hour and school runs. Some of them remained on the roster until 1967.

The most likely reason why gas Brills were substituted for GM diesels is that GM and others had been charged by the Department of Justice with exercising unlawful control of U.S. city transit systems by virtue of their investments over the years in National City Lines. NCL's postwar purchase of trolley-coaches may have also been a response to the government's action. Both Baltimore and Los Angeles, which received post-war Brill coaches, had extensive streetcar systems including PCC cars, and in fact NCL even bought new PCC's for Los Angeles Transit Lines. Thus existing substations and power distribution facilities would have to be kept and maintained at least until they were fully depreciated.

Even in advance of the modernization steps submitted to the PSC, opportunities were found to reduce operating expenses. Roland Park Carhouse was closed on April 21, 1946, Rt 29-University Parkway and the minor Lakeside shuttle being transferred to 25th & Howard. The North & Gay Carhouse followed on October 13, 1946. Here only Rt 13 was involved, and its operation was moved to Harford Avenue Carhouse. In later years some 13's were based at Edmondson Avenue as well. Another economy move was the closing of the downtown offices in the Court Square Building. New office space was arranged at Carroll Park Shops on Washington Blvd.

St Paul Street Lines Converted

On June 22, 1947, after virtually all of the 200 new diesel buses ordered by NCL management had been delivered, the four St Paul Street car lines were discontinued, as St Paul and Calvert Streets were made one-way. Rt 1-Gilmor Street-Guilford Avenue, running from 25th & Greenmount down St Paul to North, over the Guilford Avenue Viaduct, through downtown, and out to Druid Hill Park, was cut back to run only between Druid Hill Park and Fayette & Guilford downtown. Rt 8 was shifted from Greenmount Avenue to the viaduct in its place. The viaduct ("Elevated" in local usage) was subsequently closed on the last day of 1949, and Rt 8 went back to Greenmount Avenue.

Rt 11 to Bedford Square via Calvert and St Paul was replaced by extending bus Rt A from 39th Street to Bedford Square along St Paul Street and then on to Homeland, absorbing feeder bus Rt O; the combined line was numbered 11 in the start of a program to replace bus route letter designations by numbers. Rt 17 via Gorsuch Avenue, 31st Street, St Paul Street, Charles Street, and on to Westport was replaced in part by new bus Rt 11, in part by new shuttle bus Rt 57-Gorsuch Avenue, and at the Westport end by through-routing bus Rts B-Mount Royal Avenue and K-Lakeland. It had been decided to number these routes 28 and 37

ROSTER OF BUSES

Baltimore Transit Co.
July 1, 1945

Motor Buses

1-4	ACF	H-9-P	294,312-314	39	1938	Formerly charter buses
501-512	Yellow	Z-BQ-621	102,101,103,104,106,105, 108,107,110,112,111,109	69	1930	Gas-electric double-deck
528,529,531,532	Yellow	Z-BK-614	131,140,133,119	29	1931	Rear exit door
533-537	Yellow	Z-BK-614	143,142,130,132,129	33	1931	
538,542,543,545,547	ACF	160-230-B	001,003,004,006,008	32	1931	
548-561	Mack	6-BK-3S	1151-1164	33	1931	
562-565,567,570-573	Mack	6-BK-3S	1165-1168,1170,1173-1176	27	1931	Rear exit door
574,576	Mack	6-BK-4S	1001,1003	33	1931	Gas-electric
588,589,591,592	Twin	19	65116,65117,65119,65120	18	1933	
593-594	Twin	30-AS	25416,25415	30	1933	
600-605	ACF	H-13-S	8-13	30	1934	
606-610	ACF	H-13-S	93-97	30	1935	
611-625	White	684	189255,189256,189337-189341, 189382,189389,189418-189423	32	1935	
626-632	Twin	30-R	105063,105060,105065,105059, 105064,105062,105061	31	1935	
633-637	Twin	30-R	105105-105109	31	1936	
638-647	Twin	40-RGE	53066-53075	41	1936	Gas-electric
648-657	ACF	H-17-S	168-177	35	1936	
658-671	Twin	40-RGE	53155-53168	41	1937	Gas-electric
673-677	Yellow	731	365-369	36	1938	
678-704	Yellow	731	424-450	36	1939	
705-707	Ford	09-B	179989,179957,179988	27	1940	
708-712	Mack	CM-3G	1334-1338	41	1940	
1001-1011	Twin	40-RDE	53169,53220-53229	41	1937	Diesel-electric
1012-1018	Twin	40-RCDE	39037-39043	41	1938	Diesel-electric
1019	Twin	58-RDE	58002	56	1938	Diesel-electric "Super Twin"
1051-1055	Yellow	740	257-261	41	1938	Diesel-hydraulic
1056-1060	Yellow	TD-4001	028-032	41	1940	Diesel-hydraulic
1061-1065	Yellow	TDE-4002	003-007	41	1940	Diesel-electric
1066-1095	Yellow	TD-4005	018-047	41	1941	Diesel-hydraulic
1096-1100	GM	TD-4506	001-005	45	1945	Diesel-hydraulic

Trackless Trolleys

2001-2010	Brill-GE	—	—	40	1938	2001-2005 single-motor
2011-2021	Mack-WH	CR-3S	1158-1168	40	1938	2011 single-motor
2022-2051	Pullman-GE	?	—	40	1938	
2052-2091	Pullman-GE	?	—	44	1940	2085-2086 WH-equipped
2092-2121	Pullman-GE	42AS-100-44CX	—	44	1942	
2122-2127	Pullman-GE	41CS-100-44CX	—	44	1944	
2501	Yellow-GE	729	357	36	1938	All-Service Vehicle

respectively, and so the new through-routed line became the 28-37 and remained so designated for many years.

Finally streetcar Rt 29-University Parkway, running into town via Calvert Street, was replaced directly by buses. The former management had planned to put trackless trolleys on Rt 29 but had been unable to do so because of the war.

On the same day additional bus service to the Roland Park-Homewood area was provided by the former T-Northwood feeder bus line turned into a through route and numbered 3, and by altogether new Rt 36-Ednor Gardens-City Hall via Greenmount Avenue, where it replaced Rt 8. Bus Rt S-Crosstown was numbered 22 at that time as well. The 25th & Howard Carhouse was closed because Rts 1, 11, 17, and 29 had all been either cut back or converted; minor Rt 30-Fremont Avenue was moved to York Road. Rts 17 and 29 had been partly PCC-operated, so their conversion freed some PCC's for other routes.

A Stockholders' Suit

These changes and others proposed to replace many old streetcars and reduce the extent of overlapping and duplicating service had been authorized by the PSC in 1946. Further moves were stalled when a group of dissident stockholders sued the directors. Their case was based on a charge of fraud, said to involve domination of National City Lines and therefore of Baltimore Transit Co. by General Motors and other suppliers that was not made part of the publicly recorded ownership of the company.

Assignment of Streetcars, December 31, 1945

Route	Number and Name	2-man Semi	1-man Semi	Artic	1924 PW	1930 PW	Brill liner	PCC	Total	Carhouse(s)
1-11	Gilmor St-Guilford Av	4	36						40	Park Term; 25th & Howard
2	Carey St-Fort Av	4	25					10	39	Park Terminal
4	Edmondson Av		23					11	34	Edmondson Avenue
5-33	Druid Hill Av	10	49	8				15	82	Park Terminal
6	Curtis Bay		22			27		18	67	Light Street
8	Towson-Catonsville	25		11		29	1	40	106	York Road; Irvington
9-14	Ellicott City	20	18					15	53	Edmondson Avenue
13	North Avenue		33					19	52	North & Gay
15	W Balto St-Belair Rd	6	33	16				24	89	W Balto St; Gardenville
16	Madison Avenue		14						14	Cumberland Street
17	St Paul St-Westport		16					15	31	25th & Howard
18	Pennsylvania Av-Canton		26						26	Cumberland Street
19	Harford Road	15	21			25		22	83	Harford Avenue
20	Point Breeze		11	1				8	20	Lombard Street
24	Lakeside		6						6	Roland Park
25	Mount Washington		5			16		10	31	Belvedere
26	Sparrows Point	86	3	2					91	Lombard Street
29	University Parkway		14					15	29	Roland Park
30	Fremont Av		15					10	25	25th & Howard
31	Garrison Blvd	3		5		28		17	53	Belvedere
32	Woodlawn		1			25		26	52	Belvedere
34	Canton-Highlandtown		6						6	Lombard Street
35	Walbrook-Lorraine		1						1	Edmondson Avenue
	Union Avenue		1						1	Belvedere
	Key Avenue		1						1	Belvedere
	Active cars	173	380	43	0	150	1	275	1022	
	Stored cars	9	7	0	2	0	0	0	18	
	Total cars	182	387	43	2	150	1	275	1040	

Presumably these stockholders believed that their interests were subordinated by the directors to the interests of the "dominating" influences, but the charges of fraud could not be substantiated, and both city and state courts ruled against the insurgents. The charge that GM through NCL "took over" or "controlled" local transit systems was part of the Justice Department suit mentioned earlier. The government managed to get NCL and its major suppliers to cancel their long-term contracts, but there was never a conviction on the fraudulent control charge in any court.

Meanwhile bus deliveries continued, and the training of operators went on. A large new bus storage yard was opened at Kirk & Curtain Avenues on January 4, 1948, replacing the Potomac Street Garage and serving as the operating base generally for the buses needed to serve the northern and eastern parts of the system. Kirk Avenue originally took care of Rts 22-Crosstown, 29-University Parkway, 36-Ednor Gardens, 44-Belvedere Avenue, 57-Gorsuch Avenue, 61-Parking Lot Service, F-Chester Street, G-East Fayette Street, H-North Point Road, P-Middle River, R-Carney, U-Mannasota Avenue, and V-Armistead Gardens. One week after it opened Kirk Avenue also became the base for Rts 3-Northwood and 11-Charles Street, transferred there from Bush Street Garage to make room for the big fleet of buses needed for the forthcoming conversion of Rt 6.

Rt 21 trackless trolleys had been removed from Potomac Street and reassigned to the Monroe Street yard on October 6, 1946, thus concentrating all trackless operation at one location and, once Kirk Avenue opened, ending use of the small Potomac Street building.

The state court's decision in the stockholders' litigation was handed down on January 14, 1948, and the streetcar conversion program was put in gear again. A fleet of unused TDH-4507's and more recently ordered C-44's, 132 buses in all, waited at the car storage yard at Eastern Avenue & Ponca Street and at other locations for the call to duty.

Baltimore Street Without Streetcars

Streetcar Rt 6 to Curtis Bay was converted to buses on March 21, 1948, and Light Street Carhouse, serving only this line, was closed. The replacement 4507's were housed at Bush Street. BTCo assigned 75 buses to Rt 6, replacing 56 streetcars, which had typically been a mix of PCC's, Peter Witts, and semi-convertibles. Feeder bus Rt V was absorbed into Rt 6.

Sweeping changes affecting nine routes took effect on May 9, 1948, when the last of the 4507's entered service and Eastern Avenue Division was opened as the system's third large bus operating base. The major change affected the streetcar lines that ran on Baltimore Street, the city's main east-west street. These were largely replaced by a single new bus Rt 20 from Highlandtown through to the western branches formerly served by feeder bus Rt N. The Highlandtown-Point Breeze part of streetcar Rt 20 continued to operate until July 25, when an extension of the new bus line replaced it.

Streetcar Rt 15-West Baltimore Street-Belair Road was cut back from West Baltimore Street to Fayette & Pearl, just west of downtown. Rt 16-Madison Avenue-Broadway, which had been

Text continued on page 12

Relatively few prewar Baltimore buses stayed in service for long after National City Lines took over control and management of the system in 1945. Most of the surviving types are represented in these photographs.

Top left, ACF 3 at Belvedere Carhouse. Buses 1-4 were H-9-P's purchased for charter and race track service but equipped with transit seats in 1942. They were finally scrapped in 1951.

Top right, 697 turning from Lexington to Howard on the downtown loop of Rt 23. All 32 of BTCo's Yellow 731's remained on the roster at the end of 1950, but many were no longer in active service by then.

Second from top, 707 at Belvedere, one of three 1940-model canvas-top Fords often seen on Rt 58-Brighton.

Third from top, A Yellow 740 diesel soon after being repainted yellow, seen at Kirk Avenue. —BTCo

Bottom, TD-4005's in the two postwar color schemes: 1071 in solid yellow and 1094 at Carroll Park after application of NCL's orange, green, and white scheme.

—1094, BTCo

AEM JUNE 88
Track Detail from ERA "Track Map of Baltimore, 1945"

BALTIMORE
1945

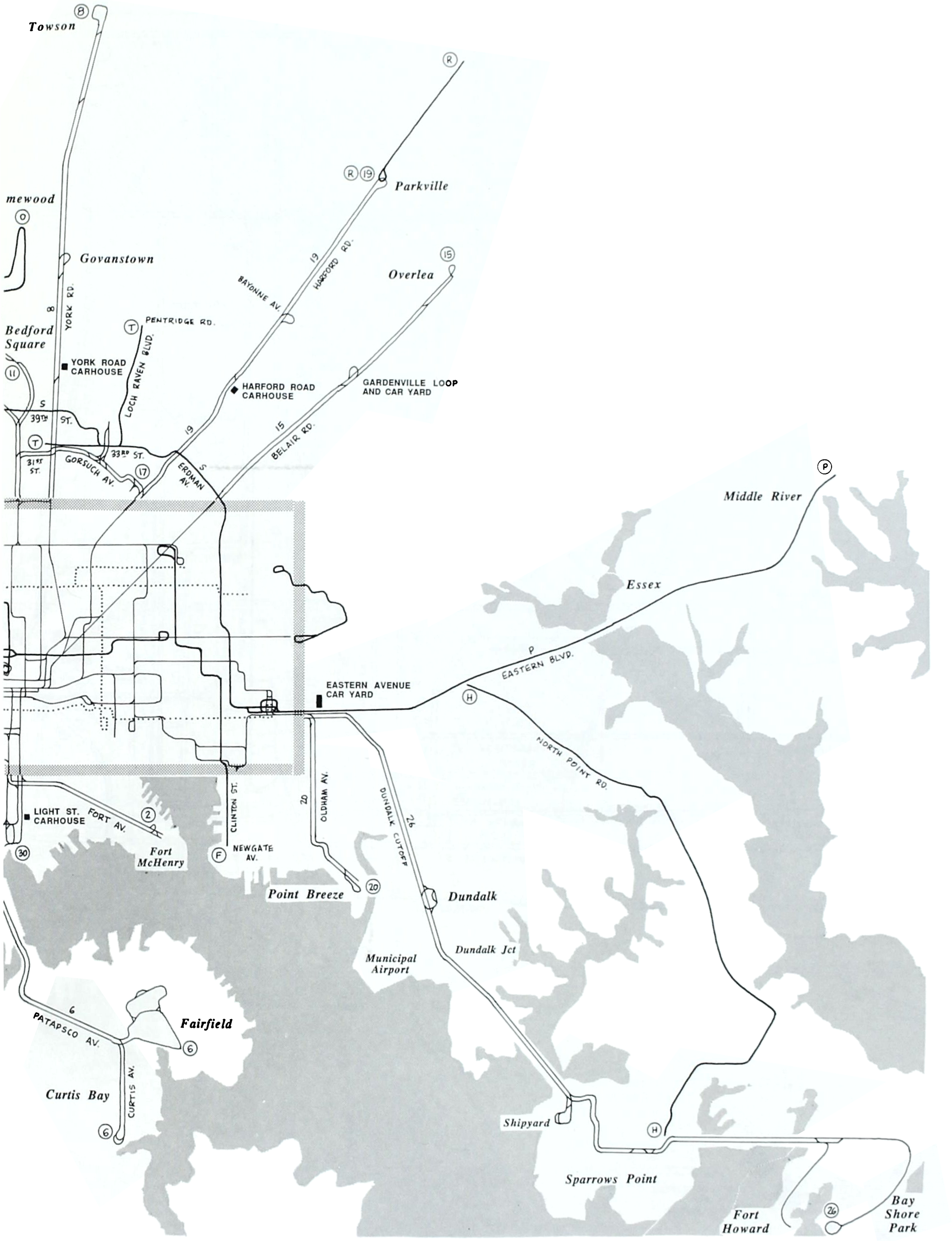
BALTIMORE TRANSIT CO.

STREETCAR TRACKAGE

TRACKLESS TROLLEY ROUTES

MOTOR BUS ROUTES

ONE MILE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GORSUCH AV.
33RD ST.
17
ERDMAN AV.
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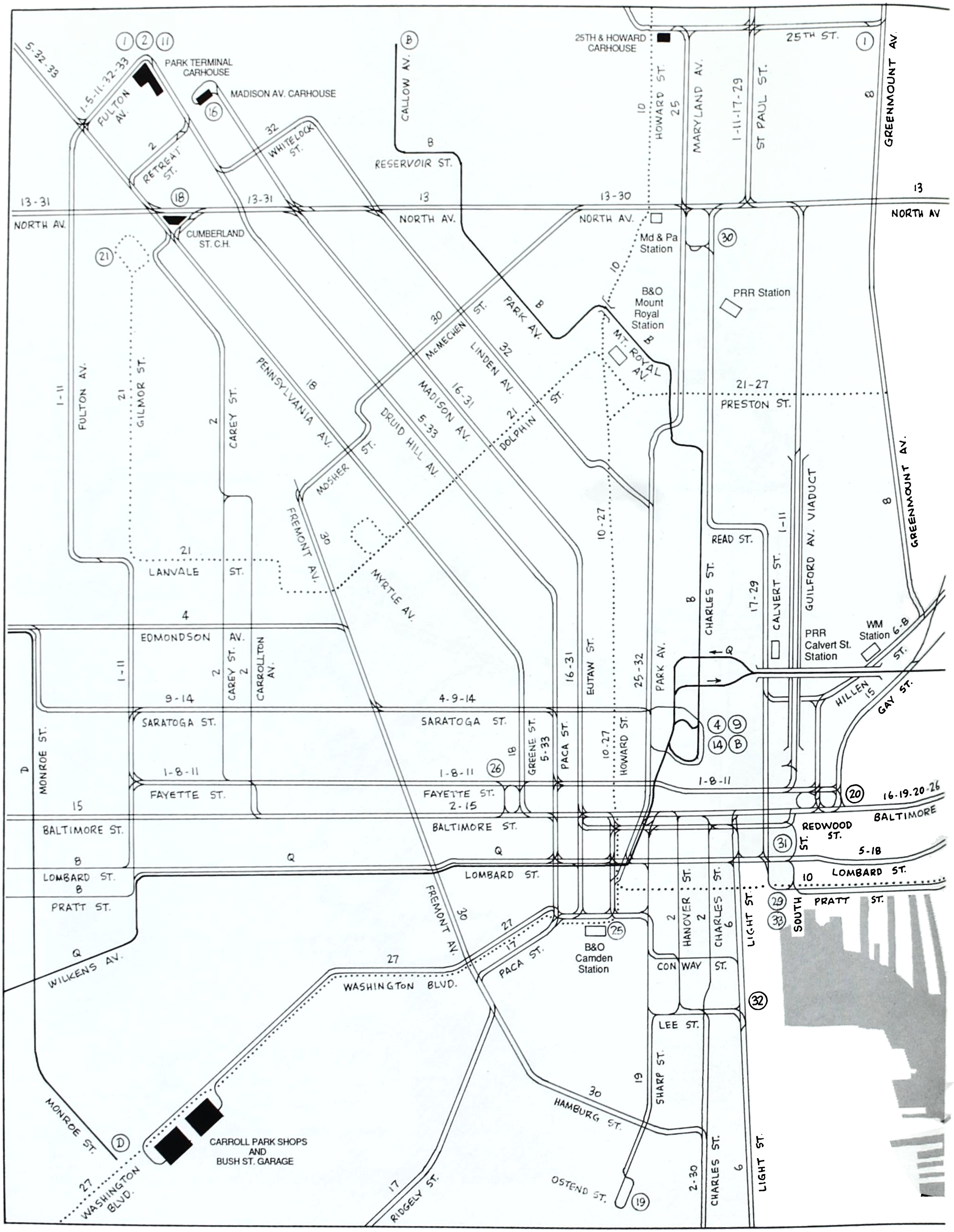
15
BELAIR RD.
HARFORD ROAD CARHOUSE
GARDENVILLE LOOP AND CAR YARD
P
Middle River
Essex
P
EASTERN BLVD.
EASTERN AVENUE CAR YARD
H
NORTH POINT RD.
LIGHT ST. CARHOUSE
FORT AV.
2
30
Fort McHenry
F
NEWGATE AV.
CLINTON ST.
20
OLDHAM AV.
DUNDALK CUTOFF
26
Point Breeze
20
Dundalk
Dundalk Jct
Municipal Airport
6
PATAPSCO AV.
Fairfield
6
CURTIS AV.
Curtis Bay
6
Shipyard
H
Sparrows Point
Fort Howard
26
Bay Shore Park


1 2 11
5-32-33
1-5-11-32-33
FULTON AV.
PARK TERMINAL CARHOUSE
MADISON AV. CARHOUSE
16
2
RETREAT ST.
32
WHITELOCK ST.
B
CALLOW AV.
RESERVOIR ST.
25TH & HOWARD CARHOUSE
10
HOWARD ST.
25
MARYLAND AV.
1-11-17-29
ST PAUL ST.
25TH ST.
1
8
GREENMOUNT AV.
13-31
NORTH AV.
18
CUMBERLAND ST. C.H.
21
13-31
13
NORTH AV.
13-30
NORTH AV.
13
NORTH AV
Md & Pa Station
30
10
B&O Mount Royal Station
PRR Station
PARK AV.
B
30
McMECHEN ST.
LINDEN AV.
32
MT. ROYAL AV.
B
1-11
FULTON AV.
21
GILMOR ST.
2
CAREY ST.
18
PENNSYLVANIA AV.
16-31
MADISON AV.
5-33
DRUID HILL AV.
21
DOLPHIN ST.
21-27
PRESTON ST.
MOSHER ST.
FREMONT AV.
30
MYRTLE AV.
21
LANVALE ST.
4
EDMONDSON AV.
2
CAREY ST.
2
CARROLLTON AV.
1-11
9-14
SARATOGA ST.
4-9-14
SARATOGA ST.
18
26
1-8-11
1-8-11
GREENE ST.
5-33
PACA ST.
16-31
EUTAW ST.
10-27
HOWARD ST.
25-32
PARK AV.
B
10-27
CHARLES ST.
17-29
READ ST.
1-11
CALVERT ST.
GUILFORD AV. VIADUCT
8
GREENMOUNT AV.
PRR Calvert St. Station
WM Station
6-8
ST.
HILLEN ST.
15
GAY ST.
4
9
14
B
1-8-11
20
16-19-20-26
BALTIMORE
REDWOOD ST.
31
5-18
10
LOMBARD ST.
29
33
SOUTH
PRATT ST.
D
MONROE ST.
15
BALTIMORE ST.
8
LOMBARD ST.
8
PRATT ST.
Q
WILKENS AV.
Q
BALTIMORE ST.
Q
LOMBARD ST.
30
27
17
FREMONT AV.
PACA ST.
B&O Camden Station
25
2
HANOVER ST.
2
CHARLES ST.
6
LIGHT ST.
CON WAY ST.
32
LEE ST.
SHARP ST.
19
30
HAMBURG ST.
27
WASHINGTON BLVD.
CARROLL PARK SHOPS AND BUSH ST. GARAGE
17
RIDGELY ST.
OSTEND ST.
19
2-30
CHARLES ST.
6
LIGHT ST.
27
WASHINGTON BLVD.
MONROE ST.
D

BALTIMORE
(CENTRAL AREA)
1945
BALTIMORE TRANSIT CO.

STREETCAR TRACKAGE

TRACKLESS TROLLEY ROUTES

MOTOR BUS ROUTES

ONE MILE

AEM OCT 88

Site of Kirk Avenue Garage

HARFORD RD. 19

BELAIR RD. 15

NORTH & GAY CARHOUSE

NORTH AV. 13 (34) (F) (13)

WASHINGTON ST. 13-34

GAY ST. 15

FEDERAL ST. 27 (27)

AISQUITH ST. 27

LUZERNE ST.

POTOMAC ST. GARAGE

PRESTON ST. 27 27

East Biddle St. Loop (27)

CENTRAL AV. 19

21 ST. 15 GAY ST.

CHASE ST.

MILTON AV. F

EDISON HWY. S

ENSOR ST.

CAROLINE 21

WOLFE ST. 13-34

6-Q (Q)

MONUMENT ST. 6 6 6 (6) (V)

KRESSON ST.

AISQUITH ST. 19

BROADWAY

PATTERSON PARK AV.

McELDERRY ST. F

ORLEANS ST. Q

20-26 FAIRMOUNT AV.

16-20-26 ST.

BALTIMORE ST. 5 (5)

BALTIMORE ST. F 20-26

CAROLINE ST. 21 16

5 5 PRATT ST.

LOMBARD ST. CARHOUSE

HIGHLAND AV. S

GRUNDY ST.

HAVEN ST. (P) (5) (10)

10-18 GOUGH ST.

HIGH ST.

LLOYD ST.

EXETER ST.

BOND ST.

WOLFE ST. 13-34

10-18-34 10

EASTERN AV. EASTERN AV.

BROADWAY

ALICEANNA ST. (13)

18-34 FAIT AV.

EAST AV. F

34

CONKLING ST.

18 HUDSON ST.

18-34 ELLIOTT ST.

18-34

(18) TOONE ST. (34)

F

Ordered before NCL took over but delivered after, TD-4506's 1101-1200 were originally painted lemon yellow with a bright blue belt set off by white pinstripes. —1110 and 1120, BTCo

the city's first horsecar line in 1859 and which ran on East Baltimore Street to Broadway, was changed over to buses. Rt 5 from the far northwest used a small portion of East Baltimore Street from Wolfe Street to Patterson Park Avenue as part of its terminal loop, and it was cut back to terminate downtown at Lombard & South. Its service to Patterson Park, mainly on Lombard and Pratt Streets, was thereafter given by Rt 26-Sparrows Point, diverted to that trackage from Lexington and Fayette Streets, where Rt 23 also operated.

Rt 19-Harford Road cars had to be removed from East Baltimore Street west of Aisquith Street and were accordingly sent to and from downtown via Rt 15. Rt 19 was also cut back from Sharp & Ostend to Lombard & Hanover in an unrelated change, with Rt 1 extended to Sharp & Ostend in its place. From West Baltimore Street Rt 2-Carey Street-Fort Avenue was rerouted to Fayette Street. The West Baltimore Street Carhouse was of course closed. and Baltimore Street was rapidly resurfaced from end to end. Thereafter, operation of Rt 15 must have been entirely from Gardenville yard on Belair Road, as there was no carhouse on or even really near the route. Bus Rt Q was numbered 12 on May 9, 1948 as well.

The streetcar conversion program contemplated in the 1946 PSC application was essentially completed on June 27, 1948. Coincident with the start of summer schedules the heavy and important 5 line on Druid Hill Avenue, another very early street railway route, was converted to buses and its branch line 33 to Belvedere Loop abandoned. Rt 32-Woodlawn was rerouted above North Avenue to supplement the Rt 5 buses, and a branch was started to Belvedere Loop. The Rt 5 substitution involved establishment of new bus Rt 7, which was a branch of Rt 5 to Pikesville. Feeder Rt M-Glyndon was numbered 40. Nearby Rt L-Reisterstown Road was merged into Rt 5, and Rt E-Randallstown became Rt 54. Rts 5 and 7 were the first routes to be served by the new Brill C-44's.

Text continued on page 16

The unique paint scheme on the 1100's did not last long. Some 4506's were repainted in NCL colors, such as 1115 *(left)*, and all were solid yellow with white roof starting in 1949 *(right)*. —BTCo

ALL THOSE FORDS

Baltimore Transit Co. took delivery of the 1200-series Fords between June 1946 and April 1947. By the end of 1945 the 1930 gas-electric double-deckers and the 39 surviving 1931 single-deckers had already been retired without replacement, as local industry had returned to peacetime employment levels and gasoline rationing had ended. Also the 1100-series TD-4506's were all in service by June 1946, permitting restoration of service that had been curtailed during the war. The streetcar conversion program was not yet under way, and when it did get started it was carried out with new 4507's, C-44's, and trackless trolleys.

What then was the purpose of buying all those Fords, and what use was made of them?

Exactly when the Fords were ordered has not been discovered. Because they were delivered in NCL colors and because Fred Nolan had pursued a small-bus policy during his years as general manager at Detroit (1934 to 1943), it is likely that they were ordered soon after NCL had installed Nolan as president of BTCo on July 1, 1945, if not sooner. At that time the postwar shape of Baltimore's transit system had not yet been outlined.

Nearly a year later, with deliveries starting, management's plans were in place. The concept of offering intensive service with small buses was not appropriate for Baltimore's narrow streets and may have been seen as uneconomic (even in 1946) considering riding levels in Baltimore and postwar inflation. The Fords were assigned to relatively minor lines. It is difficult to imagine more than 30 or 40 of them being required at any given time.

In July 1948, therefore, Baltimore Transit offered to sell "35 1947-model 69-B Ford Universal Buses, 20 held out of service since delivery, 15 to be selected from our fleet of 78 Ford buses in service one year." The wording suggests that there were 98 Fords in the fleet, although 100 had been ordered. In fact no serial numbers have been found for buses 1299 and 1300. However, a BTCo inventory of buses as of December 31, 1947 (without fleet numbers) shows 102 Fords including the three prewar buses (705-707), when there should have been 101. Moreover, a 1947 newspaper photograph of new BTCo buses lined up clearly shows 1299.

Thus it can be concluded that indeed all 100 Fords were delivered to Baltimore Transit Co., that one was sold before the end of 1947, and that another was sold early in 1948. Memories say that the Ford destined to be BTCo 1300 was sold soon after delivery, and before being numbered, to WMAR-TV for use as a mobile news unit. The second missing bus must have been numbered, for otherwise the numbers would not have reached 1299.

BTCo records show that only three more buses were actually sold in 1948, because an inventory at December 31, 1948 lists 95 left (plus 705-707). Failure to find buyers for all 35 buses makes sense; by 1948 most properties that wanted Fords already had enough of them.

Notice, finally, the offer to sell "1947-model 69-B Ford" buses. This is a contradiction in terms that is encountered frequently in records of operating companies. In the case of the Ford Transit or "Universal Bus," produced without major change from September 1939 to August 1947, model numbers changed with automobile model years. BTCo had 50 Fords that were 1946 models or 69-B's, built before the end of August 1946, and 50 that were 1947 models or 79-B's, built after the first of September.

Top, 1203 outside Carroll Park Shops when new, in National City Lines colors. Rt 44 was a frequent assignment for Fords in their early years. *Above,* 1240 in Highlandtown, March 1948. *Below,* 1220 freshly turned out in BTCo yellow. There were 86 Fords on the roster at the end of 1952, only five by the end of 1955. —1240, Robert S. Crockett; others, BTCo

BALTIMORE TRACKLESS SCENES

All of Baltimore's 128 prewar trackless trolleys were retained by the new management, and they were joined in 1948 by 63 new ones. The original Brills and Macks, purchased in 1938 for Rt 21, were used only in rush hours after 1942 and were retired in 1953.

Views on these two pages show the prewar trackless trolleys in their postwar colors. On this page:

Top, Four Mack CR's side by side at Retreat Street. The trackless yard opened in 1948 on the site of a former carhouse that had closed in 1933, and it was the operating base for all six trackless routes after 1954.

Left, One of the 1938 Pullmans in NCL colors at Carroll Park. —BTCo

Below, left, 2074 at Monroe Street in 1948. —Robert S. Crockett

Below, right, 2080 passing the Old Bay Line pier en route to Highlandtown.

Top, A Roland Park landmark then as now, the Water Tower rises behind Pullman 2091 in the loop that was constructed when Rt 10 was converted from streetcars in 1940. Plans to extend trackless operation farther north, involving conversion of Rt 29, were stymied by World War II.

Right, Northbound on Howard Street at Clay, 2093 passes Stewart's department store on its way to Roland Park. Baltimore Transit replaced damaged ribbed side panels on its Pullmans with smooth metal, producing an odd appearance.

Bottom, Last of the 1942 Pullman trackless trolleys was 2121, photographed at Carroll Park. —BTCo

Most numerous of all in the 1950's were the TDH-4507's. Here are two, seen in quite different environments. *Left*, 1458 passes Park Terminal. *Right*, 1581 at the B&O bridge across Dundalk Avenue near Fort Holabird.

Status in 1948

Of the seven rail lines (5, 6, 11, 16, 17, 20, 29) so far converted to buses or abandoned, five (5, 6, 17, 20, 29) had used PCC cars for at least some service, and as these cars were released for service elsewhere, more lines became 100 per cent PCC operated.

The balance of Rt 1 was converted to new Brill trackless trolleys on August 1, 1948, leaving Rts 18-Pennsylvania Avenue-Canton and 26-Sparrows Point as the only major lines using old cars exclusively. Minor lines in this category were Rts 9, 24, 34, and 35.

A new trackless trolley operating base on the site of the old Retreat Street Carhouse was opened on August 15, 1948. Conversion of Rt 2-Carey Street-Fort Avenue to trackless trolleys followed on December 13, 1948. Operators on both Rts 1 and 2 were required to report at Park Terminal until construction of an office at Retreat Street was completed in July 1949.

Previous all-night service (2 A.M. to 5 A.M.) on streetcar Rt 2 had operated from Fort McHenry through to Belvedere Loop over Rt 33, and when Rt 5 was converted to motor buses, so was the all-night operation. This continued as a motor bus service after the conversion of Rt 2 to trackless trolleys.

Just about half of the Baltimore system was still served by streetcars at the end of 1948, when the first phase of the conversion program had been completed. There were then 19 car lines including four shuttles, 13 major and 15 minor bus lines, and five trackless trolley routes.

Streetcars were operated from eight carhouses, buses from three "garages" (two of them open lots in fact), and trackless trolleys from two storage yards.

A Slower Pace of Change

With delivery of 60 Brill C-44's in March and April 1948 the steady flow of new buses came to an end. Three fourths of the

Last of the 4507's was 1599, delivered well after the others because one of the original 200 was never accepted by Baltimore Transit and ended up instead running for Fifth Avenue Coach. —BTCo

Baltimore's C-44's saw their first use in June 1948, when streetcar Rt 5 on Druid Hill Avenue was replaced by bus Rts 5 and 7. They remained as the most typical buses on those routes for several years. In this picture 2602 is seen in NCL colors on Baltimore Street destined for Light & Redwood Streets, the downtown terminus of Rt 5 all through the 1950's.

Baltimore bus fleet then consisted of 44 or 45-passenger buses less than three years old (445 out of 643), while another 95 buses were postwar Fords.

With this delivery too the number of rubber-tired transit vehicles in Baltimore exceeded the number of streetcars for the first time, as the rail fleet was down to 275 PCC's, 150 Peter Witts, and about 225 semi-convertibles. Of the prewar buses only the Yellow diesels and 731's, Fords 705-707, and ACF's 1-4 still survived. Mack CM's 708-712 were traded to Philadelphia Transportation Co. during 1948 for seven Yellow Coach diesels, which became BTCo 1044-1050. The diesels had been as peculiar in the Philadelphia fleet as the Macks were in Baltimore, whereas PTC had over 300 CM's.

The pace of streetcar conversions and other system changes slowed as well but did not come to a complete stop, for falling patronage released buses for other assignments. Conversion of Rt 25-Mount Washington and the connecting Union Avenue shuttle (which became Rt 46) occurred on April 24, 1949. The outer end of the 25 from Mount Washington to Belvedere Loop and its "Key Avenue" (Cheswolde) branch, long operated as a shuttle, were redesignated as Rts 48 and 47, respectively, and continued to operate as streetcar lines until September 14, 1950 because there were no suitable roads on which to run buses at the time of conversion of the main line.

Cumberland Street Carhouse was closed on May 15, 1949. Operation of Rt 18 was transferred to Park Terminal, as was part of the service on Rt 32 (from Belvedere). Unlike many old Baltimore carhouses, Cumberland Street has not survived. Its site is today occupied by a public library and a city area health center.

Last Independents Acquired

The business of the seven remaining East Fayette Street independents was purchased for $171,250 and the East Fayette Street and Middle River bus lines were combined into a new through service numbered 23 on January 22, 1950. Baltimore Transit took four buses into its fleet from the independent operators and

Text continued on page 21

In later years the C-44's ran throughout the system; as of April 1964 there were 37 based at Retreat Street, 33 at Kirk Avenue, 35 at Eastern Avenue, and 48 at Bush Street. Photos are at Belvedere. —2564, Barney Neuberger

Delivered between February and April 1948, Baltimore Transit Co. 2128-2190 were among the last of their type, as in May Brill began building T-44 trackless trolleys with the C-44 bus body style.

Top left, 2166 undergoes a routine inspection between assignments.

Top right, A broadside view of 2177 outside Retreat Street in orange, green, and white. Nos. 2151-2190 had Budd wheels, the others Daytons. —BTCo

Left, 2183 at the center of a busy Baltimore Street scene.

Below left, 2140 laying over across from Retreat Street yard.

Below right, Calgary Transit System 487 used to be Baltimore Transit Co. 2171. The 20 highest-numbered TC-44's were sold to Calgary in 1959; 10 others went to Bogota. —W.H. Young

Assignment of Buses, January 1, 1951

3	Northwood	32	2515,2516,2519-2521,2525,2529-2535,2537-2541,2543,2544,2546-2548, 2550-2554,2627,2635,2642,2647,2651
5-7	Pimlico-Pikesville	71	2555-2625
6	Curtis Bay-East Monument Street	64	1500-1508,1510-1514,1516,1517,1519,1521-1551,1553-1567,1596
11	Charles Street-Homeland	28	1102,1104-1107,1109,1110,1112,1114,1115,1117,1119,1122,1124,1127-1129,1135-1138,1140-1144,1146,1149
12	Orleans Street-Halethorpe	50	1100,1101,1103,1111,1118,1120,1121,1123,1125,1126,1130-1134,1139,1145,1147,1150,1151,1153-1179
16	Madison Avenue	17	1577-1593
20	Baltimore Street	64	1400-1408,1410-1420,1422-1424,1450,1464-1498,1552,1594,1595,1597, 1598
22	Crosstown	54	1044,1046,1047,1051-1053,1056-1068,1071-1079,1081-1083,1085,1086, 1088-1093,1095,1096,1098,1108,1113,1148,1152,1219,2508,2536,2628, 2634,2652,2655,2661
23	Middle River	54	676,677,679,683,684,686-688,691,696,698,701,1226,1228-1250,1264, 1282-1284,1286-1290,1292,1293,1295,1299,1409,1421,1451,1499,1520
25	Mount Washington	23	1116,2629,2631-2633,2636,2637,2639,2641,2643-2646,2648-2650,2653, 2654,2656-2660
28-37	Mount Royal Avenue-Lakeland	34	1425-1449,1568-1576
29	University Parkway	24	2500-2507,2509-2514,2517,2518,2522-2524,2526-2528,2542,2549
33	Milton Avenue-Canton	16	1045,1048,1050,1054,1055,1201,1202,1204,1205,1212,1218,1220,1225, 1267,1268,1273
34	Canton-Highlandtown	2	1265,1285
36	Ednor Gardens	13	1452-1463,2626
40	Glyndon	9	1253-1261
44	Belvedere Avenue	22	1049,1070,1080,1084,1094,1097,1203,1206-1208,1210,1211,1213-1216, 1221,1223,1269,1270,1274,2630
45	Baynesville	4	1217,1262,1275,1276
46	Union Avenue	1	1209
47	Key Avenue	2	1277,1278
48	Kelly Avenue	6	1251,1252,1263,1266,1279,1281
49	Edmondson Village	4	713-716
50	Mannasota Avenue	3	1099,1222,1224
51	Dolfield Avenue	15	1186-1200
52	Lansdowne	2	1180,1181
53	Carney	2	1087,2640
54	Randallstown	4	1-4
55	North Point Road	8	678,697,699,1296,1509,1515,1518,1588
56	Murray Hill	2	1280,2638
57	Gorsuch Avenue	2	1271,1272
58	Brighton	3	705-707
59	Colgate	1	1227
63	Pennington Avenue	4	1182-1185

—Contributed by Donald H. Flayhart

Fayette Street Jitneys

Relics of a nearly vanished era in local transportation were the six independent operators still running on Fayette Street until they were finally bought out by Baltimore Transit Co. in 1950. Some of the variety of old and new equipment that was used by these operators is seen in these views; what look like fleet numbers are actually permit numbers.

Top, J.I. Ving's Brockway was snapped at the line's layover point, in an alley near Lombard Street Carhouse. —Robert S. Crockett

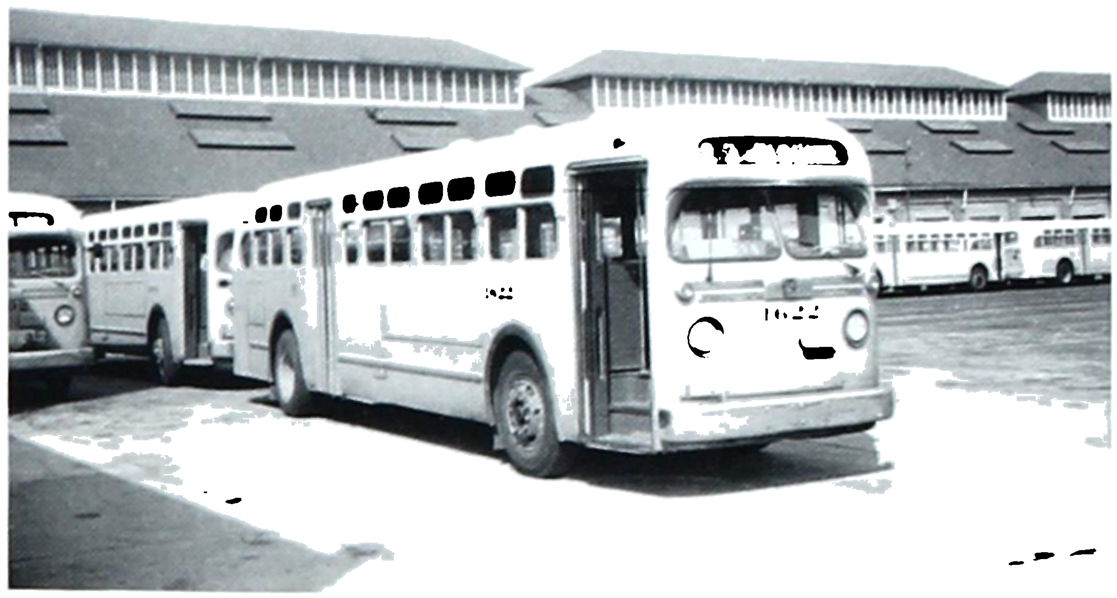
Below, left, Edward Novak ran this Mack BC, seen at City Hall in June 1945.

Below, right, Thomas Novak's CQ Mack leads a Rt 15 PCC. Baltimore Transit Co. acquired this bus and ran it for a time as its 713. —Robert S. Crockett

Bottom, left, This Ford conventional must have been a wartime purchase. R.M. Spencer was the operator. —Robert S. Crockett

Bottom, right, Neither permit number nor operator's name identifies this 1948 Ford 8MB, possibly a former demonstrator. BTCo later used this bus too, plus two Ford Transits acquired from Fayette Street independents. The 8MB was retired in 1953 and may have been sold for further use. —Robert S. Crockett

Five TDH-4509's including 1622 came from Augusta Coach Co. in 1958 and could always be distinguished from BTCo's own 4509's by the absence of ThermoMatic units. This picture was taken at Bush Street.



numbered them 713-716 after the 1940 Mack CM's, which had already been traded to Philadelphia. Two were Ford Transits like BTCo's own 1200's, but the others were unique types. One was a prewar Mack CQ and the other a late-model Ford 8MB, which appears to have lasted until 1953 while the other three buses were short-lived.

The Lakeside shuttle car line from Water Tower Loop to Lake Roland, isolated from the rest of the rail system since conversion of Rt 29 in 1947, was abandoned without replacement on January 29, 1950. Rt 34-Canton-Highlandtown was converted to buses on March 5, 1950, and surplus trackless trolleys were used to convert Rt 30-Fremont Avenue on March 26.

As employment decentralized, suburbs began to grow, and automobile travel became dominant, BTCo management's concern was that too many transit lines continued to serve principal trunk routes to and from the central business district. For example streetcar Rt 26-Sparrows Point existed principally to convey workers to the big Bethlehem Steel plant at Sparrows Point, reached over miles of isolated private right-of-way. It would work just as well if it originated in Highlandtown, where several other routes terminated and could transfer their passengers. Thus on July 30, 1950 the Sparrows Point line was cut back from Fayette & Pearl and PCC cars were assigned in place of semi-convertibles.

Because there was no longer a loop at Fort Howard, a shuttle service using semi-convertibles was instituted between Sparrows Point and Fort Howard, originally (and possibly only unofficially) Rt 99 and afterward Rt 38. Between downtown and Caroline Street, Rt 18 provided replacement service for the 26 either on the same streets or nearby. To cover the route between Caroline Street and Highlandtown, alternate trips on trackless trolley Rt 21 were diverted and extended over the former 26 route, meeting the foreshortened car line at an open-air "station" near Lombard Street Carhouse. This was to be Baltimore's last trackless trolley extension. Rail and wire remained in place east of Wolfe Street in order to provide a connection between Lombard Street Carhouse (housing only Rt 26) and the rest of the streetcar system.

A strike over wages, the first work stoppage in the modern history of transit in Baltimore, disrupted service from January 10 to 29, 1952. Rt 18-Pennsylvania Avenue-Canton was converted to buses on June 8, 1952, retiring the last of the 1930 Peter Witt cars and permitting the closure of Park Terminal Carhouse. Base service on bus Rt 18 was provided by new 1700-series TDH-5103's based at Kirk Avenue, the first 40-foot 51-passenger buses in Baltimore. Rt 18 had been the last important car line without PCC's. Older double-ended semi-convertibles still served Rts 9, 35, and 38 out of necessity, and they were occasionally seen on Rt 26. They last appeared in downtown Baltimore when the through service on Rt 9 was discontinued on August 8, 1952, after which Ellicott City was served by shuttle cars from Rolling Road.

TDH-5103 1718 is eastbound on Baltimore Street at Liberty, bound for Lafayette & Gay on the Patterson Park Avenue branch of Rt 5. Baltimore Transit had 31 of these spring-suspension buses, built in 1952-53.

Built in 1901 for streetcars, Carroll Park Shops has taken care of buses since 1931. The two pictures at the top of the page were taken during the 1950's and show body repair and engine maintenance areas. At the left is a view of the spray painting location as it was originally set up. A TD-4005 is being painted in NCL colors, dating the picture to the 1946-49 period. In the background one of the ACF H-9's may be seen still in its original two-tone blue.

—BTCo

Dundalk Bus Lines, a new company, had started service in the Dundalk area during 1950. BTCo Brills were leased to Dundalk Bus Lines pending delivery of the new company's own buses (Brill C-36's). Effective October 19, 1952 Baltimore Transit ceased to run shuttle streetcar Rt 38 and bus Rt 55, thus withdrawing from the far southeastern corner of its system in favor of Dundalk Bus Lines.

Also during 1952 streetcar Rts 19-Harford Road and 31-Garrison Blvd. were through-routed as 19. More TDH-5103's were delivered in 1953, followed by 15 air-suspension TDH-5105's; Fords and prewar Yellows were withdrawn. The 22 original trolley-coaches, already idle because of declining patronage, were scrapped in 1953. New locked fareboxes were put in all buses and trackless trolleys during 1953.

The heavily traveled 13-North Avenue car line gave way to diesel buses on January 10, 1954, its trackage on Wolfe Street and part of North Avenue being left intact for a time to provide a link with Lombard Street Carhouse and Rt 26.

The minor 35-Lorraine shuttle line beyond Walbrook Junction, which had not run to downtown Baltimore since 1929, was finally converted to buses on February 28, 1954, ending the most picturesque of all Baltimore car lines and the one that most clearly evoked the city's early days. The Monroe Street trackless trolley yard was closed on February 14, 1954, and all five trackless lines were thereafter based at Retreat Street. By the end of that year the 1938 Pullman coaches had been retired, leaving 137 active trackless trolleys.

Baseball Express service between Memorial Stadium and 11 outlying points before and after Orioles home games began with the 1954 season opener on April 17. The American League's St Louis franchise had been transferred to Baltimore after the 1953 season. In the beginning there was Baseball Express service from and to West Edmondale, Catonsville, Halethorpe, Cherry Hill via Morrell Park, Curtis Bay, Locust Point, Dundalk, Overlea, Parkville, Slade Avenue via Mount Washington, and Woodlawn. The extent of the service dwindled over the years, and it was last operated during the 1986 baseball season. There was Football Express service too during the Colts years, ending when the team was moved to Indianapolis in 1984.

Bus Rt 23 was extended out Saratoga Street and Edmondson Avenue to Rolling Road on September 18, 1954 in place of streetcar Rt 14, another major change which enabled the Edmondson & Poplar Grove Carhouse to be closed and put up for sale. Three semi-convertibles were left isolated on the Ellicott City line, without storage or maintenance facilities. At night they were chained to the rail at Rolling Road. Like some other outlying car lines, absence of suitable roads on which to operate buses extended the life of the Ellicott City line far

In 1956 Baltimore Transit's Carroll Park shop forces rebuilt a TD-4005 into a "safety clinic," which traveled from garage to garage offering classroom instruction in safe driving habits. —BTCo

beyond the wishes of the management of Baltimore Transit or anybody else. Streetcar Rts 4-Windsor Hills and 15-Belair Road were through-routed as 15, also on September 18, 1954, so that only five major car lines now remained (8, 15, 19, 26, 32) plus the Ellicott City shuttle. The latter ran until June 18, 1955, when old Ford Transits were at last substituted, but the replacement bus line lasted less than two years.

Second-Hand Diesels

In December 1954 Baltimore Transit placed in service eight GM TD-3609's and TDH-3610's purchased second-hand from Knoxville Transit Lines. The purchase was to establish a precedent, both for Baltimore and for Philadelphia, where NCL was then taking control. The idea was that gas buses were bad, diesel buses were good, but some extremely minor lines did not deserve new buses, considering that the transit system had only a limited amount of money to spend on new equipment. Equipment dealers were set to work looking for bargains made available by other operators that had gone over to GM buses early on and were modernizing with newer models.

Rt 32-Woodlawn was converted to buses and absorbed the Randallstown feeder as a branch on September 4, 1955, in the only major change of that year. Woodlawn was the last car line to operate south of Lombard Street in the central business district, though trackage on Eutaw Street was retained for access to Carroll Park and other downtown trackage was left in place so that cars could be turned back as needed.

The remaining car lines at that time were three of the most heavily traveled routes in Baltimore (8-Towson-Catonsville, 15-Belair Road-Edmondson Avenue, and 19-Harford Road-Garrison Blvd.) plus the 26-Sparrows Point line with its long stretch of private right-of-way. Five carhouses (Irvington, York Road, Belvedere, Harford Road, and Lombard Street) and the Gardenville yard housed about 175 active Pullman PCC's. The 27 St Louis-built PCC's, idle since 1954, were scrapped in the fall of 1956 along with 73 Pullmans, mainly Westinghouse-equipped cars.

Although new buses were being ordered regularly, the quantities were too small to provide even a systematic bus fleet renewal program, let alone to replace streetcars and trackless trolleys, even though both company and city wanted an all-bus system. It was necessary to wait for patronage to drop before the rest of the lines could be changed to buses. No thought could have been given, by any transit management in the 1950's, to the fantastic possibility that patronage might some day actually *increase*.

Patronage did fall in fact by about 8 per cent per year after 1949, Baltimore Transit maintaining profitability by reducing expenses through the conversion program and sustaining income by raising the fare, which went to 13 cents in 1949, 15 cents in 1950, 17 cents in 1952, 18 cents in 1954, and 20 cents in 1956. Employees struck the company on January 30, 1956 in a dispute over wages and were off the job almost three months. The continuing decline in patronage, accelerated by the strike, made further retrenchments easier to carry out without major investments in new buses.

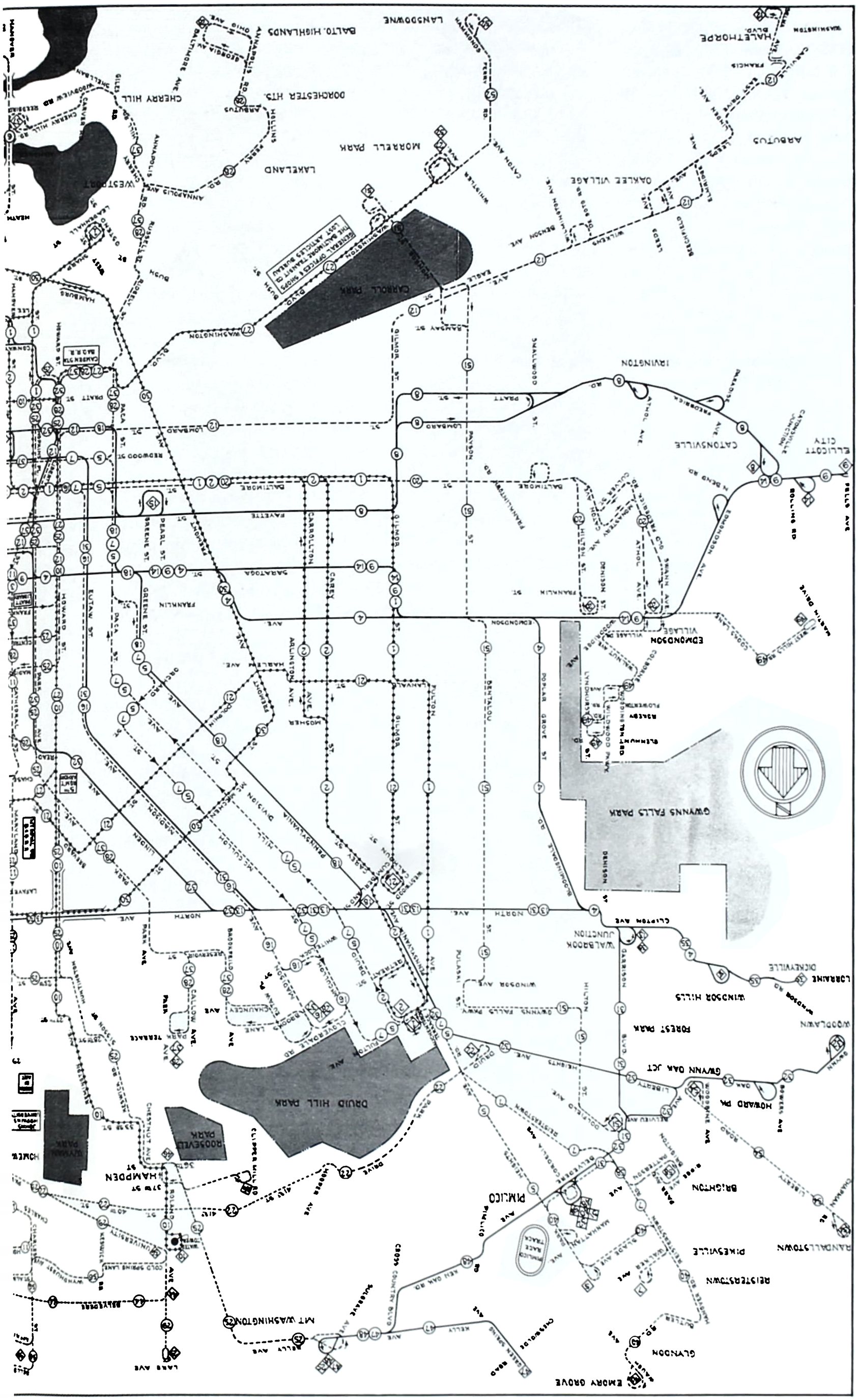
Conversions and Mergers of Routes

Conversion of the long and important 19 line and the outer part of 15 from Walbrook Junction to Windsor Hills (which became a branch of 19) took place on June 17, 1956. Some 19 buses were operated from Belvedere Loop to the foot of Broadway in Fells Point in place of part of bus Rt 16, which was cut back to terminate downtown. Conversion of the 19 was followed a year later by substitution of diesel buses for trackless trolleys on Rts 21 and 27. Most of the remaining Pullman coaches were then taken out of service.

In 1958 the Sparrows Point car line was replaced by buses, as was trackless Rt 30 after only eight years of operation. Lombard Street Carhouse was closed.

With the schedule change of January 11, 1959 Baltimore Transit began a program of merging routes, largely at the sug-

Text continued on page 26


HALETHORPE
ARBUTUS
LANSDOWNE
BALTO. HIGHLANDS
DORCHESTER HTS.
CHERRY HILL
LAKELAND
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IRVINGTON
CATONSVILLE
ELLICOTT CITY
EDMONDSON VILLAGE
CARROLL PARK
GWYNNS FALLS PARK
DRUID HILL PARK
WINDSOR HILLS
FOREST PARK
GWYNN OAK JCT
PIMLICO
BRIGHTON
RANDALLSTOWN
PIKESVILLE
REISTERSTOWN
GLYNDON
EMORY GROVE
MT WASHINGTON
WALBROOK JUNCTION
DICKEYVILLE
LORRAINE
WOODLAWN
HOWARD PK
GWYNN OAK JCT
BOWERS AVE
HILLEN RD
BELLO AVE
ROLLING RD
MARTIN DRIVE
FRANCIS
EASY DRIVE
LENORA AVE
WASHINGTON BLVD
HAMBURG
LEE
HOWARD
EUTAW ST
GREENE ST.
PEARL ST
CAMDEN
BALTIMORE
PRATT ST
LOMBARD
PACA
REDWOOD ST
FAYETTE
SARATOGA
FRANKLIN
CHARLES
READ
MADISON AVE
PENNSYLVANIA AVE
MCCULLOH
DRUID PARK DR
CALLOW AVE
CHESTNUT AVE
HAMPDEN
ROLAND
UNIVERSITY
COLD SPRING LANE
LAKE AVE
WOODBERRY
CLIPPER MILL RD
ROOSEVELT PARK
HOLLINS FERRY
ANNAPOLIS
ANNAPOLIS RD
OSTEND
LEADENHALL
CHERRY HILL RD
WINDSOR MILL RD
GILLEY
SHELLBANK
CARVEL
HANOVER
HEATH
BUSH
BUSH ST
BOSLEY
HARBURG
CHASE
LIGHT
CONWAY
CAMDEN STA
B&O R.R.
GENERAL OFFICES & MAPS THE BALTIMORE TRANSIT CO LOST ARTICLES BUREAU
WASHINGTON BLVD
HOLLINS FERRY
SOUTHWESTERN
CATON AVE
WINSTON
MONUMENT
GILMOR ST
GILMOR
CARROLLTON
CAREY
ARLINGTON AVE.
HARLEM AVE.
FREDERICK
MOSHER
PULTON
LANVALE
DRUID
BENTALOU
DOLPHIN
DARLEY AVE
DARLEY
MCCULLOH
MADISON
LINDEN
PENNSYLVANIA
DIVISION
MCCULLOH
MCSHERRY BLVD
WESTWOOD
BROOKFIELD
WHITELOCK
HIGHGATE
DELVALE
CHAUNCEY
CLOVERDALE RD
CLOVERDALE
CALLOW AVE
PARK TERRACE
PARK AVE
WINDSOR
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PULASKI
HILTON
GARRISON
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FOREST PARK
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DOLFIELD AVE
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GARRISON
GLYNDON
RED OAK RD
RED OAK
SHADY SPRING
KELLY
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CHESWOLDE
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MT WASHINGTON
LAKE AVE
ROLLAND
37TH ST
40TH ST
CHESTNUT AVE
HAMPDEN
ROOSEVELT PARK
DRUID HILL PARK
CLIPPER MILL RD
HOWARD PK
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WOODLAWN
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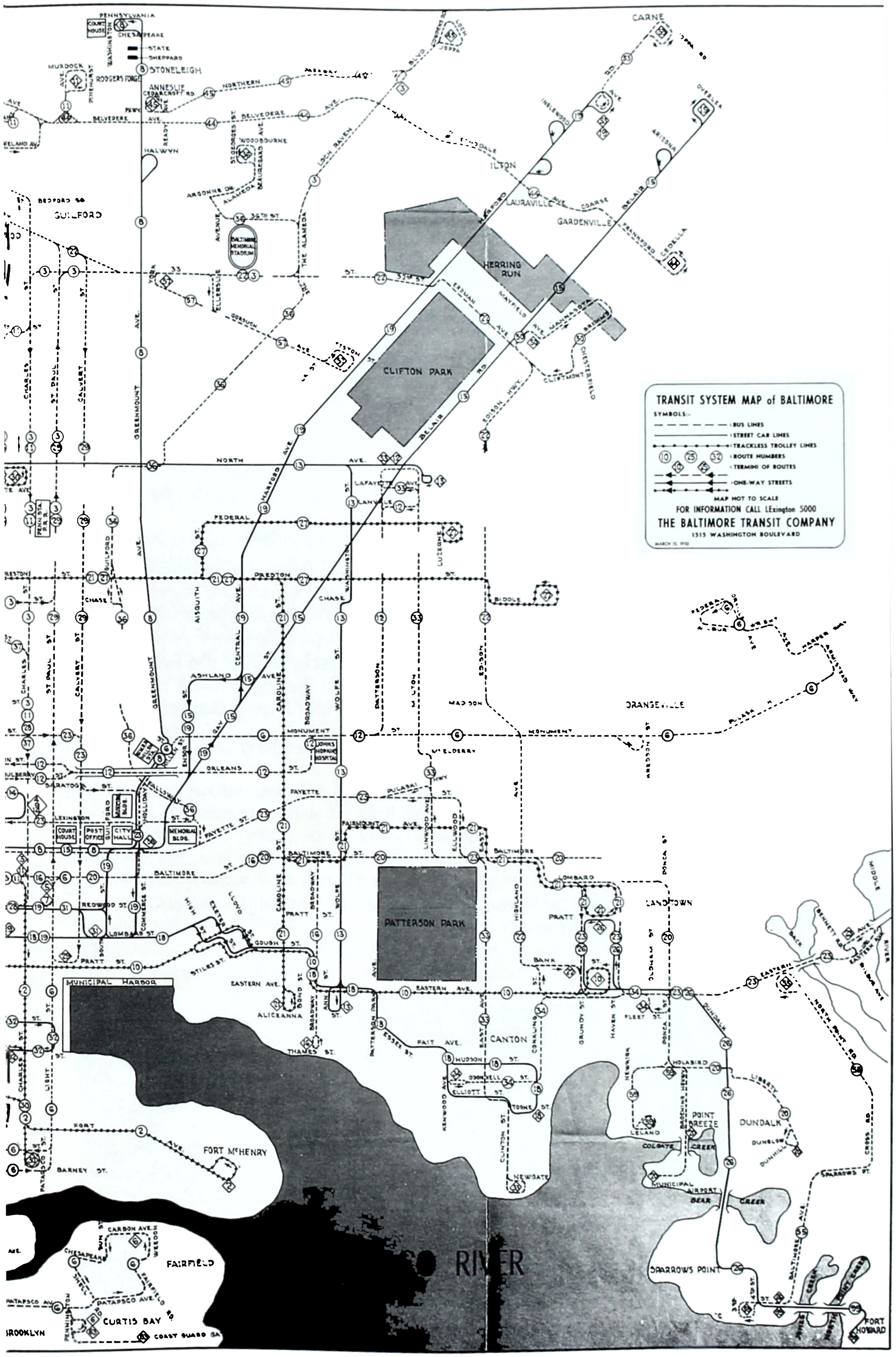
LAKELAND
MORRELL PARK
OAKLEE VILLAGE
IRVINGTON
ARBUTUS
HALETHORPE


TRANSIT SYSTEM MAP of BALTIMORE
SYMBOLS:-
BUS LINES
STREET CAR LINES
TRACKLESS TROLLEY LINES
ROUTE NUMBERS
TERMINI OF ROUTES
ONE-WAY STREETS
MAP NOT TO SCALE
FOR INFORMATION CALL LExington 5000
THE BALTIMORE TRANSIT COMPANY
1515 WASHINGTON BOULEVARD
MARCH 15, 1950
PENNSYLVANIA
COURT HOUSE
CHESAPEAKE
STATE
SHEPPARD
STONELEIGH
MURDOCK
ROGERS FORGE
ANNESLIE
NORTHERN
DELVEDERE
HALWYN
WOODBOURNE
ST. GEORGES
BEAUREGARD
LOCH RAVEN
ARGONNE DR.
ALAMEDA
BEDFORD
GUILFORD
BALTIMORE MEMORIAL STADIUM
33RD ST.
THE ALAMEDA
YORK
ELLERSLIE
GOUCH
GREENMOUNT AVE.
CHARLES
ST. PAUL
CALVERT
NORTH AVE.
HARFORD
PENN'A R.R.
FEDERAL
LAFAYETTE AVE.
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PRESTON
GUILFORD AVE.
AISQUITH
CENTRAL AVE.
CHASE
ASHLAND
GAY
CAROLINE
BROADWAY
WOLFE ST.
PATTERSON
M'LTON
EDISON
BIDDLE
MONUMENT
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SARATOGA
FAYETTE
BALTIMORE
REDWOOD
LOMBARD
PRATT
LEXINGTON
COURT HOUSE
POST OFFICE
CITY HALL
MEMORIAL BLDG.
MUNICIPAL HARBOR
FORT McHENRY
BARNEY ST.
LIGHT
PATAPSCO
CARBON AVE.
CHESAPEAKE
SHELL
FAIRFIELD
PATAPSCO AVE.
CURTIS BAY
COAST GUARD
BROOKLYN
STILES
HIGH
EXETER
LLOYD
COMMERCE
SOUTH
EASTERN AVE.
BOND
ALICEANNA
THAMES
FAIT AVE.
HUDSON
ELLIOTT
TOONE
NEWGATE
CANTON
KENWOOD AVE.
LINWOOD AVE.
FAIRMONT
ELLWOOD
EAST
PATTERSON PARK
CLIFTON PARK
HERRING RUN
MAYFIELD
ERDMAN
MANNASOTA
CHESTERFIELD
CLIFTMONT
BELAIR RD.
EDISON HWY.
HARFORD
LAURAVILLE
GARDENVILLE
COARSE
BELAIR
FRANKFORD
CEDELIA
ILTON
INGLEWOOD
ARIZONA
OVERLEA
CARNE
ORANGEVILLE
MADISON
MONUMENT
JOHNS HOPKINS HOSPITAL
HIGHLAND
BANK
LANDSDOWN
OLDHAM
HAVEN
FLEET
PONCA
DUNDALK
HOLABIRD
LIBERTY
NEWKIRK
LELAND
COLGATE
POINT BREEZE
BROOKLYN HEIGHTS
MUNICIPAL AIRPORT
BEAR CREEK
SPARROWS POINT
BALTIMORE AVE.
DUNGLOW
DUNHILL
MIDDLE
BACK
RIVER
BENNETT RD.
EASTERN AVE.
NORTH POINT RD.
CROSS RD.
FORT HOWARD
PATAPSCO RIVER

Baltimore Transit Co. liked the TDH-5105 and purchased 144 new and six second-hand, including some of the first ones built and also some of the last. *Top left,* 1824 passes the Greyhound terminal on Howard Street bound for the East Biddle Street loop on Rt 27. *Top right,* 1825 heads for Canton. *Left,* 1868 at Montebello Garage.
—1868, BTCo

gestion of Henry Barnes, the city's traffic and transportation commissioner since 1953. Bus Rt 28-37, which was a 1947 combination of the old B-Mount Royal Avenue (including much of former streetcar Rt 12-John Street-Westport) and K-Lakeland, duplicated Rt 32-Woodlawn along Park Avenue, and the city wanted that street cleared of all transit routes. Rt 32 was discontinued in favor of a lengthy extension of the 28-37 from Druid Hill Park out Liberty Heights Avenue to Woodlawn with a branch to Randallstown; the Callow Avenue branch of the 28-37 was left unserved. Rt 28-37 was rerouted to Howard Street.

Rt 29-University Parkway also disappeared as a separate line and was covered by some trips of Rt 6 to and from Curtis Bay, the balance of that service continuing to run out East Monument Street. Prior to this change Rt 6 had passed the city terminus of Rt 29 but otherwise had nothing in common with the University Parkway route, so in effect BTCo made three lines (the two ends of 6 and the 29) into one route that had constantly varying headways and destinations past any given point.

Moreover, all Rt 6 service was shown commingled in a single public timetable on which, for example, all southbound trips were listed in the sequence in which they began, even though the Roland Park and Armistead Gardens originating points were miles apart.

Such a combination for operating convenience, and to satisfy a transportation planner anxious to speed the movement of automobile traffic through downtown, is the sort of modification certain to discourage the occasional transit traveler. But it is also the sort of change typical of transit systems at the time. It suggests that management may have decided that there were no longer any casual riders anyway, which by the end of the 1950's may well have been true.

Evidence of shifts away from traditional travel patterns was given when bus Rt 16-Madison Avenue was abandoned without replacement. Madison Avenue had been Baltimore's pioneer horsecar line, the Broadway end having started service on July 26, 1859.

Northwest of the central business district Rt 16 was already duplicated by busier Rt 19, which had taken over Rt 31 in 1956 and then been changed to buses in 1959, absorbing the Broadway end of 16 as a branch. (In more recent years there has been no transit service at all on Madison Avenue, which is not even a through street any more because of redevelopment.)

The 57 GM diesels acquired second-hand between 1954 and 1958 came from four different properties and were of seven different models. The 900's were ex-Knoxville TD-3609's and TDH-3610's that saw most of their service on feeder routes such as 57-Gorsuch Avenue, where 907 was photographed at the Harford Road end of the line in May 1955 (*above left;* Jack Bloodsworth).

The 1200's and 1300's fitted right in with BTCo's own large fleet of 4506's and 4507's.

Photos at the bottom of the page show one of the ex-Bluebird 4007's before and BTCo 1034 after rehabilitation at Carroll Park Shops. —BTCo

Last Trackless Trolleys Given Up

Trackless trolley operation on the remaining three routes, 1, 2, and 10, was ended on June 21, 1959, following delivery of 25 new TDH-5105's. Elements of former trackless Rts 1 and 2 were left unserved as these two lines were merged into new bus Rt 1-Fulton Avenue-Fort Avenue via Fulton, Riggs, Calhoun (return Carey), Baltimore, Hopkins Place, Sharp, Ostend, Charles, and Fort. The traditional all-night Rt 2 extension to Belvedere Loop was still operated, now as Rt 1.

Former trackless Rt 10-Roland Park-Highlandtown was extended to Sparrows Point, absorbing bus Rt 26, and most trips were sent over Falls Road and Rt 25 to Belvedere Loop. The balance of Rt 25 south of 36th & Roland was abandoned to complete the elimination of transit service on Park Avenue. The Highlandtown extension of former trackless Rt 21 and the Broadway branch of Rt 19 were discontinued too on June 21, 1959. After the end of trackless trolley operation in Baltimore, 20 of the Brill TC-44's, only 11 years old, were sold for further service in Calgary.

Two-tone green replaced yellow starting in 1960. No streetcars were ever repainted green, but all the buses soon were, including the C-44's. Shown are various GM's in the new colors.

—1931, Thomas E. Dorsey; others, Harry E. Bennett, Jr.

Also at that time Baltimore Transit Co. initiated two 10-cent shuttles serving new state office buildings on Eutaw Place near Preston Street. Rt 70-Downtown Shuttle ran between 9:30 A.M. and 5:15 P.M. on weekdays to Redwood & South and became a permanent part of the Baltimore transit scene. Less successful was Rt 80-Uptown Shuttle, essentially a lunchtime operation to North & Charles. In later years Rt 70 was the usual assignment for the 1034-1043 series of TD-4007's acquired from Bluebird Coach Lines in 1956.

With the start of fall schedules on September 8, 1959 came one further route simplification (or complication) step in which seven routes were reduced to four. Bus Rt 12-Orleans Street-Halethorpe, put together from two former streetcar lines when the Orleans Street Viaduct opened in 1936, was broken up. The Halethorpe end was combined with Rt 3-Northwood (a postwar creation that had partly replaced St Paul Street trolleys but also extended far to the northeast) as 3-Baynesville-Halethorpe. Former Rt 3 had terminated downtown, and BTCo was endeavoring, at the city's urging, to eliminate center-city layovers and their attendant congestion.

Also terminating downtown at that time was Rt 5-Druid Hill Avenue, running to Slade Avenue in Pimlico with some trips extended to Emory Grove, and its Pikesville branch, operated as Rt 7. Because of one-way streets these buses traveled inbound on Druid Hill Avenue and outbound on McCulloh Street. Rt 5 was extended north and east from downtown to take the place of not only the Orleans Street end of Rt 12 but also both the Federal Street and Preston Street branches of Rt 27. In order to accomplish this and still serve the central business district, extended Rt 5 ran east along Baltimore Street to Gay Street and then north; therefore bus service across the Orleans Street Viaduct was discontinued. Needless to say the Rt 5 timetable that resulted from this change set a new standard for complexity.

Thankfully Rt 7 was given its own timetable and operated thereafter as an independent service. Coming in from Walker Avenue, Pikesville, along Reisterstown Road, it continued straight in Pennsylvania Avenue and Greene Street. About half of the service on Rt 7 continued through to Toone & Conkling Streets, Canton, and Rt 18 was discontinued.

The Washington Blvd. end of Rt 27 was left to be combined with something, and Rt 11-Homeland (the old original Charles Street bus line of 1915, much extended) still ended downtown. The solution was obvious, and the result was new Rt 11-Homeland-Lansdowne.

Passing Patterson Park, a TDH-5303 makes its way back to Eastern Division after the morning peak. NCL's then-standard two-tone green color scheme was used for all of Baltimore Transit's new-look GM's.

Summary as of 1959

For clarity the list of routes as of September 1959 is presented in full:

1 Fulton Avenue-Fort Avenue
3 Baynesville-Halethorpe
5 Slade Avenue-Patterson Park Avenue/Biddle Street
6 Roland Park/East Monument Street-Curtis Bay
7 Pikesville-Canton
8 Towson-Catonsville (streetcar)
10 Roland Park/Mount Washington-Sparrows Point
11 Homeland-Lansdowne
13 North Avenue-Canton
15 Belair Road-Edmondson Avenue (streetcar)
19 Harford Road-Garrison Blvd.
20 Baltimore Street
21 Caroline Street-Preston Street-Gilmor Street
22 Crosstown
23 Middle River-Rolling Road
28-37 Woodlawn-Baltimore Highlands/Cherry Hill
30 Fremont Avenue
34 Canton-Highlandtown
35 Walbrook-Lorraine
36 Ednor Gardens-City Hall
44 Belvedere Avenue
46 Union Avenue
47 Key Avenue
50 Mannasota Avenue
51 Dolfield Avenue-Bentalou Street
57 Gorsuch Avenue
58 Brighton
70 Downtown Shuttle

About half of the bus lines were truly major ones, each needing 30 or more buses in peak hours, while a few were of moderate importance and the rest were quite minor, some requiring only a single bus. Heavily traveled lines with numerous branches cannot have been easy to schedule or to operate, and short feeders are inherently uneconomic. Other than the reduction in layover time downtown achieved by the through-routings, and

Westbound on Fayette Street between Howard and Eutaw, 2010 takes passengers outbound on the busy Druid Hill Avenue line. When this picture was taken early in 1970, Baltimore Transit Co. was in its final weeks and the city's downtown redevlopment was just getting under way. The tall construction crane in the background was at work on the Charles Center project.

For its last equipment purchases, after 1965, Baltimore Transit Co. selected 96-inch-wide TDH-5304's including 2109, seen here at 33rd & Ellerslie northbound to Baynesville in June 1968. —Harry E. Bennett, Jr.

the attendant saving in buses and platform time, BTCo gained little from the 1959 changes. Credit or blame for the shape of the Baltimore transit system of the 1960's should rather go to Henry Barnes and his traffic engineers.

In fairness to Baltimore Transit management, it should be pointed out that this series of route combinations did not necessarily give the results that the traffic planners had in mind. When the confusing timetables of the 1960's are examined, what becomes clear is that each of the lengthy through-routed lines was operated at some times as two overlapping services. In that manner the different travel patterns on the two ends of the line were accommodated, just as if they were still two separate routes.

On Rt 3-Baynesville-Halethorpe, for example, part of the local service and all of the express and limited-stop trips coming in from the northern suburbs in the morning peak terminated at Baltimore Street, while some buses from Halethorpe turned at Franklin Street. Thus only about a mile of the long line, through the central business district, was served by every local trip (other than school trips). Evening and Sunday service, when travel was lightest, was mostly end-to-end. At such times the same relatively wide headway could be operated over the whole line.

The small Harford Road (or Montebello) Carhouse was rebuilt into a bus garage, primarily for Rt 19, after that line was converted to buses in 1956. The Retreat Street trackless trolley yard was used as well for motor buses beginning in 1957 and entirely by buses after trackless operation ended. Belvedere Carhouse was therefore closed, to both streetcars and buses, in 1960, leaving five bus operating divisions (Bush Street, Kirk Avenue, Eastern Avenue, Harford Road, Retreat Street), two carhouses (York Road and Irvington), and a car storage yard (Gardenville). After Belvedere closed, some service on Rt 15 was operated out of York Road Carhouse, even though it was miles from the line.

An All-Bus System

The cash fare reached 25 cents in 1958, with four tokens available at 90 cents until 1961, and at that fare Baltimore Transit cleared a modest net income each year on stable traffic levels. Transit traffic had leveled off at about 100 million per year after 1959. Only two car lines continued to run after 1958, with about 120 active Pullman PCC's. Rts 8 and 15 were still among the system's most heavily traveled lines, along with the 19 and 23 buses, but after the 1959 trackless trolley conversions Baltimore Transit essentially stopped spending money, and both rail and cars deteriorated. Access to Carroll Park Shops by rail was cut off in 1959 as well, after which streetcars had to be maintained at the carhouses.

On January 11, 1960 Rt 86 was started to serve the new national headquarters of the Social Security administration in Woodlawn. Rt 86 operates in peak hours between Social Security and various locations around the system, at regular rates of fare.

The city wanted the remaining car lines taken off in order to make Fayette and Baltimore Streets one-way in the central business district and also to reconstruct streets around the Charles Center office building redevelopment. The company did not want to consider making any sizable investments without relief from the 3 per cent gross receipts tax. Agreement was finally reached in the summer of 1962, BTCo agreeing to buy 101 air-conditioned buses in exchange for a tax rebate worth about $1.5 million and relief from paving charges in connection with the conversion of Rts 8 and 15. The new TDH-5303's, Baltimore's first new-look buses, were delivered during September and October 1963, and the final conversion took place on November 3. Existing bus operating bases were used to house the new fleet, and all elements of the streetcar system were sold.

Public Ownership

Meantime, on June 1, 1961 the Maryland legislature had created the Metropolitan Transit Authority to absorb the regulatory powers of the Public Service Commission with respect to the Baltimore area and also with acquisitional power. The MTA announced even before the final streetcar conversion that Baltimore Transit Co. would be required to buy additional new buses, because so many of its buses dated to the 1946-48 era, and in fact another 150 air-conditioned GM's were purchased between 1964 and 1967.

Route changes during this period were relatively minor and consisted of new branches added to existing lines, some of them in place of shuttle routes. A McLean Blvd. branch was added to Rt 19 in 1964 and a College Drive short-turn to Rt 8 in 1965. Rt 58-Brighton was cut back from Liberty Heights Avenue to Chisolm & Alter in the summer of 1965, without replacement at first, but later a branch of Rt 7 was started over this segment. Rt 15 absorbed Rt 35 on January 30, 1966, and also in that year Rt 5 was extended westward to Cheswolde and eastward to the Kenilworth Apartments beyond Cedonia. In 1967 Rt 47-Key

Almost at the Beltway, 2210 lays over at the Lansdowne end of Rt 11 in this May 1967 photo. Rt 11 incorporated the Charles Street bus line, started back in 1915 and operated with double-deckers from 1922 to 1942. —Thomas E. Dorsey

Avenue was merged into Rt 5, and Rts 15 and 28-37 were extended to the Social Security headquarters. Rt 46-Union Avenue was absorbed by Rt 22 and the Cedonia end of Rt 44 was discontinued in the fall of 1967.

The cash fare went up to 30 cents in 1968, seven years after that rate had first been requested by the company. Effective June 13, 1968 patrons were required to use exact change or tokens. In June 1969 Job Express Transportation (JET) was inaugurated by the city's Department of Transit and Traffic, funded by UMTA and using BTCo buses. Its purpose was to facilitate transportation from inner-city areas to suburban job opportunities. JET was a short-term experiment, but its services were eventually absorbed almost intact into the BTCo system. JET Rts A from Baltimore & Washington Streets, B from 25th & Aisquith, C from Lafayette & McCulloh, and D from Cherry Hill, all operating local in the residential area and then express to Social Security, were later covered by various branches of Rt 86 and by certain trips of Rts 13, 15, 23, and 28. JET Rt J to the Goodwill Industries building was taken over by BTCo Rt 5. JET Rt H continued to operate as before; though not shown on public timetables, designated Rt 7 trips still run to Rosewood State Hospital.

By the end of 1969 National City Lines was moving to dispose of its transit holdings, mostly by sale to public agencies. Its percentage of ownership in Baltimore Transit Co. at that time was just under 25 per cent, and the net income of the company in 1969 was $505,000. After a postponement while the last details were worked out, MTA ownership of the Baltimore transit system became effective on April 30, 1970 for a price of $35 million. The authority announced a five-year improvement program to cost $45 million and to begin with 185 new buses placed on order immediately. Meanwhile, as far as the everyday rider was concerned, it was pretty much business as usual.

[To Be Continued]

Acknowledgment

Photographs in Parts I and II credited to Baltimore Transit Co. and taken by the company's photographers are from the collections of the late Thomas E. Dorsey and of Harry E. Bennett, Jr. and Jack Bloodsworth.

Notes and Corrections to Part I

(see MOTOR COACH AGE, July-August 1988)

Buses

Because White did not change to numerical chassis model designations until 1919 it is not correct to call the 1917 Whites model 20-45. They were most likely TDB's (correct pages 13 and 21). So, probably, was East Fayette Street 217.

Buses 121-127 were White 65-A's that later had 25 seats, not 29 (correct pages 17 and 21).

The 1931 single-deckers originally seated 31 to 33 passengers as shown in the roster (correct text page 20).

The 1946 TD-4506's were painted yellow, not tan (correct page 36).

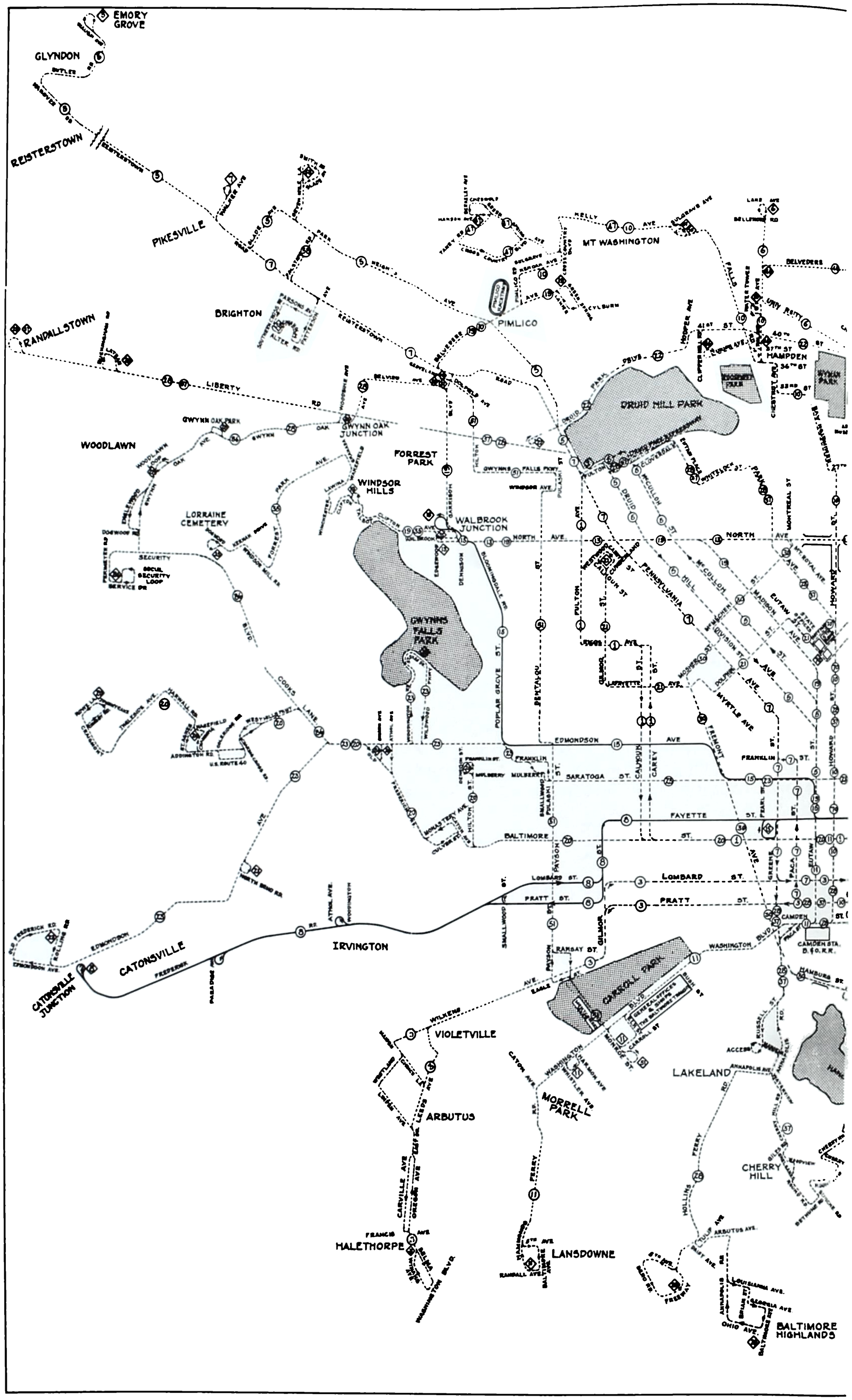
Routes

Rt X-Pennington Avenue was numbered 63, probably in 1948, prior to being merged into Rt 6 (correct page 41).

Between its purchase and the arrival of Fords 705-707, Rt T-Northwood used Twin Coach 19's.

Credits

The photograph of preserved White 12 at Irvington Loop was taken by Theodore F. Gleichmann, Jr.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WOODLAWN
GWYNN OAK JUNCTION
FORREST PARK
DRUID HILL PARK
HAMPDEN
WINDSOR HILLS
LORRAINE CEMETERY
WALBROOK JUNCTION
GWYNNS FALLS PARK
NORTH AVE
EDMONDSON AVE
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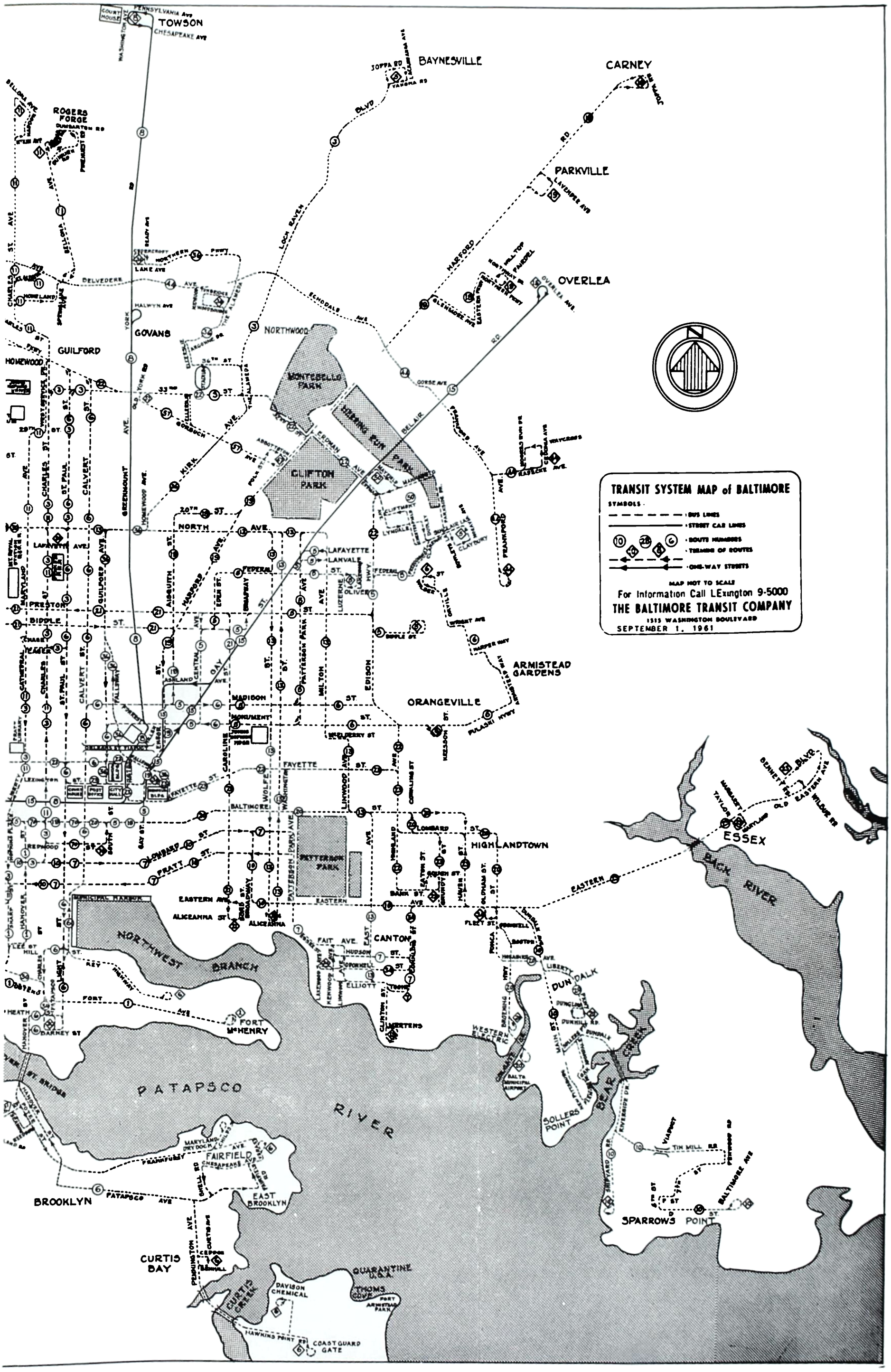
LOMBARD ST.
PRATT ST.
CAMDEN
CAMDEN STA. B.&O.R.R.
WASHINGTON BLVD
CARROLL PARK
HAMBURG ST.
CATONSVILLE
CATONSVILLE JUNCTION
IRVINGTON
VIOLETTVILLE
ARBUTUS
HALETHORPE
MORRELL PARK
LANSDOWNE
LAKELAND
CHERRY HILL
BALTIMORE HIGHLANDS


TOWSON
COURT HOUSE
PENNSYLVANIA Ave
CHESAPEAKE AVE
WASHINGTON AVE
BAYNESVILLE
JOPPA RD
VARGAS RD
CARNEY
PARKVILLE
LAVENDER AVE
ROGERS FORGE
DUNDALK RD
BELLONA AVE
LOCH RAVEN BLVD
MARFORD RD
HILL TOP RD
EASTERN PKWY
OVERLEA
OVERLEA AVE
GLENMORE AVE
DELVEDERE AVE
HOMELAND
HALWYN AVE
GOVANS
NORTHWOOD
ECHODALE AVE
GUILFORD
HOMEWOOD
ARGONNE DR
34TH ST
33RD ST
MONTEBELLO PARK
GORSE AVE
BELAIR RD
STERLING RUN PARK
CLIFTON PARK
ERDMAN AVE
ABBOTTSTON ST
GORSUCH AVE
KIRK AVE
POLK ST
GREENMOUNT AVE
HOMEWOOD AVE
20TH ST
NORTH AVE
LAFAYETTE
LANVALE
FEDERAL ST
PRESTON ST
BIDDLE ST
MADISON ST
ORANGEVILLE
ARMISTEAD GARDENS
MONUMENT
FAYETTE ST
BALTIMORE
LOMBARD ST
PRATT ST
HIGHLANDTOWN
PATTERSON PARK
PATTERSON PARK AVE
EASTERN AVE
ALICEANNA ST
CANTON
FAIT AVE
HUDSON ST
SPRINGWELL ST
ELLIOTT ST
FORT McHENRY
NORTHWEST BRANCH
INNER HARBOR
HANOVER ST
CHARLES ST
LIGHT ST
REV FREEWAY
PATAPSCO RIVER
ST. HELENA
MARYLAND DRY DOCK
FAIRFIELD
CHESAPEAKE AVE
PENNSYLVANIA AVE
BROOKLYN
PATAPSCO AVE
EAST BROOKLYN
CURTIS BAY
CURTIS CREEK
DAVISON CHEMICAL
QUARANTINE U.S.A.
THOMS COVE
FORT ARMISTEAD PARK
HAWKINS POINT RD
COAST GUARD GATE
SOLLERS POINT
BEAR CREEK
BACK RIVER
ESSEX
BENNETT PT
TAYLOR AVE
MARGARET AVE
EASTERN AVE
WILBUR RD
DUNDALK
LIBERTY AVE
MAIN ST
DUNGLEN RD
DUNHILL RD
SUNDALE RD
TIN MILL RD
VIADUCT
PENINSULA EXPWY
BALTIMORE AVE
SPARROWS POINT
SHIPYARD RD
WESTERN ELECTRIC
BALTO MUNICIPAL AIRPORT
TRANSIT SYSTEM MAP of BALTIMORE
SYMBOLS
BUS LINES
STREET CAR LINES
ROUTE NUMBERS
TERMINI OF ROUTES
ONE-WAY STREETS
MAP NOT TO SCALE
For Information Call LExington 9-5000
THE BALTIMORE TRANSIT COMPANY
1515 WASHINGTON BOULEVARD
SEPTEMBER 1, 1961

ROSTER OF BUSES

Baltimore Transit Co. (1945-1970)

Motor Buses

1101-1200	GM	TD-4506	542-641*	45	1946		
1201-1250	Ford	69-B	mixed*	27	1946		
1251-1300	Ford	79-B	mixed*	27	1946-47		
1400-1598	GM	TDH-4507	601-619,621-700,932-1031*	45	1947		
1599	GM	TDH-4507	1804	45	1948		
2500-2659	Brill	C-44	423-522,673-678,680-733	44	1948		Serials out of sequence
1044-1046	Yellow	TD-4001	010,009,011	41	1940	(1948)	Philadelphia Transp. Co. 1605-1607
1047-1050	Yellow	740	263-266	41	1939	(1948)	Philadelphia Transp. Co. 1601-1604
2660-2661	Brill	C-44	745-746	44	1949		
713	Mack	CQ-3G	1106	?	1940	(1950)	Thomas Novak (E. Fayette St.) 207
714	Ford	8MB	?	?	1948	(1950)	? (E. Fayette St.)
715-716	Ford	?	?	?	?	(1950)	? (E. Fayette St.)
1600-1619	GM	TDH-4509	1290,1294,1291-1293, 1400,1398,1399,1401,1402, 1412-1416,1538-1542	45	1951		
1700-1710	GM	TDH-5103	778-788	51	1952		
1711-1730	GM	TDH-5103	865-884*	51	1953		
1800-1814	GM	TDH-5105	232-246	51	1953		
1815-1818	GM	TDH-5105	816-817,1057-1058	51	1954		
900-902	GM	TD-3609	309,299,310	36	1946	(1954)	Knoxville Transit Lines 161,151,162
903-907	GM	TDH-3610	332,333,469,471,474	36	1947	(1954)	KTL 177-179,181,184
1201-1207	GM	TD-4506	006,010,012,015,113,118,124	45	1945	(1954)	KTL 113,117,119,122,125,130,136
1819-1863	GM	TDH-5105	1134-1158,1624-1643	51	1955		
1864-1893	GM	TDH-5105	1754-1778,1695-1699	51	1956		
1034-1043	GM	TD-4007	622,618,615,612,623, 617,610,608,613,605	40	1946	(1956)	Bluebird Coach Lines 241,237,234,231, 242,236,229,227,232,234
1894-1918	GM	TDH-5105	2584-2600,2671-2674,2875-2878	51	1957		
1919-1924	GM	TDH-5105	1062,1064-1068	51	1955	(1957)	Knoxville Transit Lines 404,406-410
1208-1212	GM	TD-4506	008,120-123	45	1945	(1957)	Knoxville Transit Lines 115,132-135
1620-1624	GM	TDH-4509	2352-2356	45	1953	(1958)	Augusta Coach Co. 600-604
1300-1303	GM	TDH-4507	1614,1622,1615,1619	45	1947	(1958)	Buffalo Transit Co. 301,309,302,306
1304	GM	TDH-4507	2597	45	1948	(1958)	Buffalo Transit Co. 312
1305-1309	GM	TDH-4507	1616,1613,1617,1618,1621	45	1947	(1958)	Buffalo Transit Co. 303,300,304,305,308
1310-1311	GM	TDH-4507	2596,2595	45	1948	(1958)	Buffalo Transit Co. 311,310
1312	GM	TDH-4507	1620	45	1947	(1958)	Buffalo Transit Co. 307
1313-1315	GM	TDH-4507	2600,2599,2598	45	1948	(1958)	Buffalo Transit Co. 315,314,313
1925-1949	GM	TDH-5105	3586-3610*	51	1959		
1950-2050	GM	TDH-5303	1182-1282	51	1963		AC
2051-2075	GM	TDH-5303	2395-2419	51	1964		AC
2100-2124	GM	TDH-5304	744-768	51	1965		AC
2200-2214	GM	TDH-5304	1521-1535	51	1966		AC
2215-2299	GM	TDH-5304	1616-1625,1749-1823	51	1967		AC

Trackless Trolleys

2128-2190	Brill-GE	TC-44	563-625	44	1948	

*Serials out of sequence; for details, see list on following pages.

Serial Number Sequences

1101	TD-4506	565	1121	TD-4506	617	1141	TD-4506	562	1161	TD-4506	552	1181	TD-4506	572
1102	"	560	1122	"	603	1142	"	599	1162	"	557	1182	"	575
1103	"	547	1123	"	571	1143	"	615	1163	"	624	1183	"	576
1104	"	613	1124	"	551	1144	"	583	1164	"	559	1184	"	577
1105	"	543	1125	"	596	1145	"	627	1165	"	544	1185	"	579
1106	"	606	1126	"	600	1146	"	592	1166	"	574	1186	"	584
1107	"	623	1127	"	582	1147	"	597	1167	"	590	1187	"	587
1108	"	621	1128	"	593	1148	"	566	1168	"	628	1188	"	605
1109	"	595	1129	"	589	1149	"	625	1169	"	563	1189	"	608
1110	"	567	1130	"	578	1150	"	604	1170	"	591	1190	"	622
1111	"	631	1131	"	618	1151	"	610	1171	"	573	1191	"	629
1112	"	594	1132	"	598	1152	"	570	1172	"	554	1192	"	632
1113	"	550	1133	"	620	1153	"	588	1173	"	546	1193	"	633
1114	"	561	1134	"	609	1154	"	549	1174	"	601	1194	"	635
1115	"	580	1135	"	612	1155	"	634	1175	"	545	1195	"	636
1116	"	542	1136	"	586	1156	"	616	1176	"	548	1196	"	637
1117	"	619	1137	"	611	1157	"	626	1177	"	553	1197	"	638
1118	"	585	1138	"	564	1158	"	630	1178	"	556	1198	"	639
1119	"	607	1139	"	602	1159	"	568	1179	"	558	1199	"	640
1120	"	581	1140	"	555	1160	"	614	1180	"	569	1200	"	641
1201	69-B	952705	1221	69-B	983003	1241	69-B	966007	1261	79-B	1270703	1281	79-B	1385508
1202	"	952708	1222	"	982404	1242	"	989401	1262	"	1285901	1282	"	1405204
1203	"	952718	1223	"	983009	1243	"	997504	1263	"	1288706	1283	"	1389709
1204	"	952715	1224	"	983006	1244	"	998710	1264	"	1265716	1284	"	1389711
1205	"	952720	1225	"	982410	1245	"	985804	1265	"	1225433	1285	"	1413804
1206	"	952725	1226	"	987802	1246	"	987807	1266	"	1301904	1286	"	1397413
1207	"	952727	1227	"	987801	1247	"	983002	1267	"	1163485	1287	"	1413802
1208	"	952728	1228	"	982407	1248	"	997603	1268	"	1305101	1288	"	1389701
1209	"	952729	1229	"	982405	1249	"	997602	1269	"	1250106	1289	"	1405202
1210	"	952732	1230	"	985807	1250	"	956286	1270	"	1166388	1290	"	1437407
1211	"	833460	1231	"	984901	1251	79-B	1212203	1271	"	1129631	1291	"	1483603
1212	"	829472	1232	"	987809	1252	"	1277208	1272	"	1305114	1292	"	1482392
1213	"	961010	1233	"	985805	1253	"	1280107	1273	"	1319305	1293	"	1485405
1214	"	839732	1234	"	997502	1254	"	1291305	1274	"	1306422	1294	"	1483601
1215	"	959250	1235	"	987810	1255	"	1280404	1275	"	1306412	1295	"	1485406
1216	"	961008	1236	"	997503	1256	"	1294601	1276	"	1328203	1296	"	1485408
1217	"	847011	1237	"	997605	1257	"	1285910	1277	"	1306409	1297	"	1453903
1218	"	962003	1238	"	988316	1258	"	1177505	1278	"	1321904	1298	"	1430481
1219	"	839299	1239	"	997601	1259	"	1277104	1279	"	1393910	1299	"	?
1220	"	982408	1240	"	996005	1260	"	1272603	1280	"	1327003	1300	"	?

Continued on next page

Against a typical Baltimore backdrop, TDH-4507 1540 pulls out of Retreat Street. This series of 200 buses survived almost intact until Baltimore Transit Co. passed out of existence 23 years after they were delivered, and they made up about 25 per cent of the fleet at the time of MTA takeover.

1400	TDH-4507	607	1440	TDH-4507	636	1480	TDH-4507	681	1520	TDH-4507	951	1560	TDH-4507	980
1401	"	608	1441	"	606	1481	"	635	1521	"	953	1561	"	996
1402	"	637	1442	"	634	1482	"	688	1522	"	952	1562	"	995
1403	"	611	1443	"	616	1483	"	642	1523	"	934	1563	"	999
1404	"	604	1444	"	669	1484	"	692	1524	"	958	1564	"	959
1405	"	625	1445	"	659	1485	"	677	1525	"	975	1565	"	963
1406	"	609	1446	"	603	1486	"	690	1526	"	973	1566	"	942
1407	"	658	1447	"	617	1487	"	699	1527	"	982	1567	"	933
1408	"	605	1448	"	618	1488	"	694	1528	"	989	1568	"	1026
1409	"	664	1449	"	661	1489	"	630	1529	"	964	1569	"	1006
1410	"	655	1450	"	649	1490	"	682	1530	"	1000	1570	"	1017
1411	"	653	1451	"	602	1491	"	687	1531	"	979	1571	"	1005
1412	"	665	1452	"	674	1492	"	697	1532	"	993	1572	"	1011
1413	"	623	1453	"	619	1493	"	684	1533	"	969	1573	"	1004
1414	"	666	1454	"	639	1494	"	698	1534	"	998	1574	"	1002
1415	"	657	1455	"	663	1495	"	680	1535	"	947	1575	"	1007
1416	"	645	1456	"	601	1496	"	650	1536	"	977	1576	"	1003
1417	"	615	1457	"	648	1497	"	686	1537	"	981	1577	"	1001
1418	"	641	1458	"	632	1498	"	696	1538	"	960	1578	"	1015
1419	"	638	1459	"	644	1499	"	967	1539	"	987	1579	"	1028
1420	"	647	1460	"	631	1500	"	990	1540	"	976	1580	"	1019
1421	"	612	1461	"	693	1501	"	985	1541	"	962	1581	"	1012
1422	"	613	1462	"	678	1502	"	955	1542	"	943	1582	"	1025
1423	"	671	1463	"	660	1503	"	957	1543	"	974	1583	"	1031
1424	"	621	1464	"	610	1504	"	946	1544	"	950	1584	"	1008
1425	"	651	1465*	"	614	1505	"	972	1545	"	945	1585	"	1029
1426	"	675	1466	"	633	1506	"	956	1546	"	965	1586	"	1020
1427	"	667	1467	"	629	1507	"	957	1547	"	968	1587	"	1030
1428	"	672	1468	"	683	1508	"	944	1548	"	988	1588	"	1018
1429	"	662	1469	"	685	1509	"	978	1549	"	961	1589	"	1009
1430	"	656	1470	"	628	1510	"	937	1550	"	949	1590	"	1013
1431	"	676	1471	"	679	1511	"	941	1551	"	948	1591	"	1027
1432	"	643	1472	"	700	1512	"	994	1552	"	940	1592	"	1010
1433	"	624	1473	"	689	1513	"	935	1553	"	971	1593	"	1024
1434	"	695	1474	"	622	1514	"	936	1554	"	966	1594	"	1023
1435	"	673	1475	"	640	1515	"	984	1555	"	938	1595	"	1014
1436	"	668	1476	"	646	1516	"	970	1556	"	983	1596	"	1016
1437	"	654	1477	"	691	1517	"	939	1557	"	997	1597	"	1021
1438	"	627	1478	"	626	1518	"	986	1558	"	992	1598	"	1022
1439	"	652	1479	"	670	1519	"	932	1559	"	991	1599	"	1804

*TDH-4507-620, missing from this list, was delivered to Baltimore and numbered 1465 but was not accepted. After reworking by GM it was delivered to Fifth Avenue Coach Co. It was replaced in Baltimore later by TDH-4507-1804 (BTCo 1599).

1711	TDH-5103	873	1715	TDH-5103	881	1719	TDH-5103	867	1723	TDH-5103	877	1727	TDH-5103	880
1712	"	869	1716	"	884	1720	"	876	1724	"	883	1728	"	866
1713	"	871	1717	"	875	1721	"	868	1725	"	874	1729	"	870
1714	"	879	1718	"	882	1722	"	878	1726	"	872	1730	"	865

1925	TDH-5105	3606	1930	TDH-5105	3587	1935	TDH-5105	3590	1940	TDH-5105	3596	1945	TDH-5105	3602
1926	"	3605	1931	"	3601	1936	"	3591	1941	"	3597	1946	"	3607
1927	"	3593	1932	"	3603	1937	"	3592	1942	"	3598	1947	"	3608
1928	"	3604	1933	"	3589	1938	"	3594	1943	"	3599	1948	"	3609
1929	"	3586	1934	"	3588	1939	"	3595	1944	"	3600	1949	"	3610

HISTORY OF ROUTES

Baltimore bus routes originally had neither letter nor number designations. They received route letters in about 1930, and the history of the lettered routes and of the motor bus routes that were never lettered, as well as of trackless trolley lines started before World War II, was published with Part I of this history. In that tabulation the histories of the lettered bus lines were carried down to their numbering (between 1947 and 1950), and accordingly the present table omits those histories. A summary follows:

A	Charles Street	Started 7/26/15	Redesignated 11 on 6/22/47
B	Mount Royal Avenue	Started 7/15/22	Redesignated 28 on 6/22/47
C	The Alameda	Acquired 8/15/22	Suspended by ODT order on 1/31/43
D	Bentalou Street	Started 6/1/23	Merged into 51 on 10/3/48
E	Randallstown	Started 7/1/22	Redesignated 54 on 6/27/48
F	Chester Street	Started 6/16/24	Redesignated 33 on 2/28/50
G	East Fayette Street	Acquired 4/1/25	Redesignated 17
H	North Point Road	Acquired 4/1/25	Redesignated 55
I	Monroe Street	Started 7/25/25	Merged into D on 11/27/38
I	Dolfield Avenue	Started 5/12/40	Redesignated 51 on 6/27/48
J	Lansdowne	Acquired 7/7/27	Redesignated 52
K	Lakeland	Acquired 12/5/27	Redesignated 37 on 6/22/47
L	Reisterstown Road	Started 7/3/29	Merged into 5 on 6/27/48, Brighton branch designated 58
M	Glyndon	Converted 7/3/32	Redesignated 40 on 6/27/48
N	West Baltimore Street	Started 1/16/32	Merged into 20 on 5/9/48
O	Homeland	Acquired 4/1/31	Merged into 11 on 6/22/47
P	Middle River	Converted 6/2/33	Redesignated 23 on 1/22/50
Q	Orleans Street-Halethorpe	Started 12/15/35	Redesignated 12 on 5/9/48
R	Carney	Converted 10/4/36	Redesignated 53
S	Crosstown	Started 5/23/37	Redesignated 22 on 6/22/47
T	Northwood	Acquired 1/1/40	Redesignated 3 on 6/22/47
U	Mannasota Avenue	Started 6/30/40	Redesignated 50
V	Armistead Gardens	Started 6/15/41	Merged into 6 on 3/21/48
W	Washington Blvd.	Started 12/28/42	Discontinued 10/21/45
X	Pennington Avenue	Started 1/1/46	Redesignated 63

1	Gilmor Street (trackless)	8/1/48	Replaced streetcar Rt 1, slightly revised. Fulton & Druid Hill Avenues to Sharp & Ostend Streets via Druid Hill, Retreat, Woodbrook, Fulton, Lanvale, Gilmor, Baltimore, Hopkins Place, and Sharp, loop West, Leadenhall, and Ostend, return Sharp, Lee, Hanover, Baltimore, Gilmor, Lanvale, and Fulton.	North terminus in loop at Fulton & Auchentoroly Terrace 1/1/50. Converted to buses and combined with Rt 2 as 1-Fulton Avenue-Fort Avenue 6/21/59.
1	Fulton Avenue-Fort Avenue	6/21/59	Replaced trackless trolley Rts 1 and 2. Fulton & Pennsylvania Avenues to Fort & Andre via Pennsylvania, Clifton, Fulton, Riggs, Calhoun, Baltimore, Hopkins Place, Sharp, Ostend, Charles, and Fort, return Andre, Clement, Towson, Fort, Charles, Ostend, Sharp, Lee, Hanover, Baltimore, Carey, Riggs, and Fulton.	North terminus in loop at Druid Hill Park 7/17/60; extended to Fort McHenry 4/12/61 when Fort Avenue Bridge reopened; northbound Hanover, Fayette, and Carey 5/2/65; Hanover and Sharp Streets reversed directions 1/28/67.
2	Carey Street-Fort Avenue (trackless)	12/13/48	Replaced streetcar Rt 2, slightly revised. Fulton & Druid Hill Avenues to Fort McHenry via Druid Hill, Retreat, Pennsylvania, Cumberland, Carey, Mosher, Carrollton, Baltimore, Charles, and Fort, return Fort, Charles, Lee, Hanover, Baltimore, Carey, Cumberland, Pennsylvania, and Fulton. All-night service by motor buses from Belvedere Loop to Fort McHenry (since 6/27/48).	Cut back to Fort & Andre due to weight restriction on Fort Avenue Bridge 8/15/57. Merged into Rt 1 on 6/21/59.
3	Northwood	6/22/47	Former bus Rt T extended downtown. Charles & Baltimore Streets to Loch Raven Blvd. & Winston Avenue via Baltimore, Liberty, Cathedral, Mulberry, Charles, 33rd, The Alameda, and Loch Raven Blvd.	Northbound Cathedral, Chase, and St Paul to 33rd on account of one-way streets 4/24/49; extended to Kitmore Road (one block) 9/25/49; some trips to Northern Parkway 12/11/49; short-turns via Loch Raven, Cold Spring Lane, Hillen Road, and Pentwood Road 9/5/50; limited-stop service in peak hours 9/11/50; off-street loop provided for short-turns on Arlington Avenue east of Hillen 2/19/51. Direct Business Service in A.M. peak via Loch Raven, The Alameda, Kirk Avenue, Homewood Avenue, North Avenue, Calvert, and Lombard to Light 6/25/51; Shoppers Special Service from Joppa Road via Loch Raven, 25th, Howard, Redwood, and Charles to Baltimore 1/25/53 (20-cent base fare and 8-cent zones). Some peak-hour service to Joppa Road (Baynesville) 8/14/53; Northern Parkway trips extended to Walker Avenue 6/13/54; rerouted in Baynesville via Loch Raven, Yakona Road, Lackawanna Avenue, and Joppa Road 1/11/55; additional trips to Joppa Road in place of feeder Rt 45-Baynesville 9/2/56; express service via Loch Raven Blvd., Loch Raven Road, 25th, St Paul, and Light, return Charles, 25th, and Loch Raven, 4/29/57; direction of Baynesville loop reversed 10/12/58. Extended to Halethorpe over part of bus Rt 12 on 9/6/59.
3	Baynesville-Halethorpe	9/6/59	Replaced Rt 3-Northwood and part of Rt 12-Orleans Street-Halethorpe.	Some trips to Hillendale 3/3/69.

5	Pimlico	6/27/48	Replaced streetcar Rt 5, extended beyond Manhattan Avenue loop; West Arlington branch operated as Rt 33 not replaced. Park Heights & Slade Avenues to Light & Redwood Streets via Park Heights, Pennsylvania, Fulton, Druid Hill, Paca, Baltimore, and Light, return Redwood, Paca, Franklin, Pennsylvania, Orchard, McCulloh, Cloverdale, Druid Hill, Fulton, Pennsylvania, and Park Heights. Bus Rt 7 was operated as a branch.	Northbound via McCulloh to Fulton and through Druid Hill Park on account of one-way streets 2/13/49; peak-hour limited-stop service 10/2/50; some trips to Glyndon in place of shuttle Rt 40 9/23/51; southbound Druid Hill, Orchard, Pennsylvania, Greene, and Baltimore, northbound Paca to McCulloh, on account of one-way streets 9/13/53. Extended and rerouted to cover east ends of Rts 12 and 27 on 9/6/59.
5	Slade Avenue-Patterson Park Avenue/ Biddle Street	9/6/59	Replaced Rt 5-Pimlico and parts of Rts 12 and 27. Glyndon terminus via Waugh Avenue, Butler Road, Hanover Road, Reisterstown Road, Slade Avenue, Park Heights Avenue, Fulton, Druid Hill, Eutaw, Baltimore, Gay, Ensor, Madison, thence (a) Patterson Park, Lanvale, Milton, and Lafayette to Patterson Park, or (b) Central, Biddle, Broadway, and Preston to Edison Highway.	Biddle Street branch extended to Sinclair Lane & Moravia Avenue 1/29/61; Manhattan Avenue Loop closed and short-turns via Northern Parkway to U-turn at Clover Road by 1962; this short-turn extended to Northern Parkway & Woodcrest Avenue 9/2/62 and to Cheswolde via Pimlico Road, Ken Oak Road, Greenspring Avenue, Cheswolde Road, Berkeley Avenue, and Hanson Avenue to Taney Road by 1967; some rush-hour service to Seven Mile Lane & Smith Avenue 6/21/65 in place of Rt 58.
6	Curtis Bay-East Monument Street	3/21/48	Replaced streetcar Rt 6 and feeder bus Rt V. Armistead Gardens to Curtis Bay Loop via Wilbur Avenue, Wright Avenue, Harper Way, Armistead Way, Pulaski Highway, Monument, Hillen, Holliday, Baltimore, Light, Heath, Hanover, Patapsco Avenue, and Pennington Avenue. Fairfield branch via Patapsco, Fairfield Road, Chesapeake Avenue, Weedon Avenue, Carbon Avenue, Sun Street, Chesapeake, Shell Road, and Patapsco. Maryland Drydock branch via Hanover, Chesapeake, and Frankfurst Avenue to Childs Street.	Some trips to Coast Guard gate over Rt 63 probably 1950; Fairfield branch via Weedon, Brady, Vera, Carbon, and Sun 6/1/51; peak-hour limited-stop service 5/5/52; Shoppers Special Service from Mannasota & Erdman Avenues 4/20/53; Fairfield branch via original route and some trips serve both Fairfield and Maryland Drydock 4/27/53; Fairfield branch via Patapsco, Fairfield, Chesapeake, and Vera to loop north of Carbon, return Vera, Chesapeake, Shell, and Patapsco 5/16/53; some Armistead Gardens trips extended to Claremont via Wilbur, Federal, Freedomway, Clareway, and New Sinclair Lane 11/1/53; some service to Key Highway shipyard via Light Street and Key Highway 1/9/56; Curtis Bay Loop closed, terminus Pennington & Benhill Avenues 4/29/56; Shoppers Special Service from Curtis Bay 5/7/56; northbound Ensor, Madison, and Monument on account of one-way streets 8/26/56. Combined with Rt 29 on 1/11/59 and some service to Roland Park via Madison, Calvert, University Parkway, and Roland Avenue to Bellemore Road, return St Paul, Light, and regular route. Claremont extension replaced by Rt 5 service 1/29/61.
7	Pikesville	6/27/48	Replaced part of streetcar Rt 5 and bus Rt L. Pikesville to Light & Redwood Streets via Old Court Road, Reisterstown Road, Cold Spring Lane, Park Heights Avenue, Pennsylvania, Fulton, Druid Hill, Paca, Baltimore, and Light, return Redwood, Paca, Franklin, Pennsylvania, Orchard, McCulloh, Cloverdale, Druid Hill, Fulton, Pennsylvania, Park Heights, Wylie, Reisterstown Road, and Walker Avenue to Old Court Road. Operated as a branch of Rt 5.	Southbound Reisterstown Road, Wylie Avenue, and Park Heights Avenue (same as northbound) 10/4/48; both ways on Walker Avenue between Pikesville terminus and Reisterstown Road 10/31/48; northbound via Druid Hill Avenue and through Druid Hill Park to Fulton Avenue 2/13/49; southbound Park Heights, Ulman, and Reisterstown Road 6/15/49; northbound Pennsylvania and Reisterstown Road 8/28/49; peak-hour limited-stop service 10/2/50; southbound Druid Hill, Orchard, Pennsylvania, Greene, Baltimore, and Light, return Redwood, Paca, McCulloh and regular route 9/13/53. Extended over part of Rt 18 on 9/6/59.
7	Pikesville-Canton	9/6/59	Replaced Rt 7-Pikesville and part of Rt 18. Pikesville to Toone & Conkling via Walker Avenue, Reisterstown Road, Pennsylvania, Greene, Lombard, Patterson Park, Essex, Fait, Linwood, Elliott, Clinton, and Toone, return Conkling, Hudson, Kenwood, Fait, Essex, Patterson Park, Pratt, Paca, Franklin, Greene, Pennsylvania, Reisterstown Road, and Walker.	Some peak-hour service to Patterson & Liberty Heights Avenues, Brighton, in place of Rt 58 6/21/65.
8	Towson-Catonsville	11/4/63	Replaced streetcar Rt 8 with changes and extensions. Towson to Catonsville via Washington Avenue, Chesapeake Avenue, York Road, Greenmount, Forrest, Hillen, Holliday, Fayette, Gilmor, Pratt, Frederick Road, and Dutton Avenue, return Dutton, Frederick, Lombard, Gilmor, Fayette, Holliday, Hillen, Forrest, Greenmount, York Road, and Pennsylvania Avenue. Regester Avenue branch from York Road via Regester Avenue to loop Banbury, Overbrook, and Sherwood. Yale Heights branch from Frederick Road via Yale, Cedargarden, and Thornfield to loop Williston, Queensgate, and Brisbane.	Eastbound via Baltimore Street 11/10/63; some Towson trips turned at College Drive 1965.
9	Ellicott City	6/20/55	Replaced streetcar Rt 9. Catonsville Junction to Ellicott City via Edmondson Avenue, Old Frederick Road, Rockwell Avenue, Westchester Avenue, Oella Avenue, Old Frederick Road, Frederick Road, and Main Street to St Johns Lane. No Sunday service.	Discontinued 2/2/57.
10	Roland Park-Highlandtown (trackless)	4/14/40	Replaced streetcar Rt 10, cut back at both ends and rerouted from Park Avenue to Howard Street. Roland Avenue & University Parkway to Eastern & Haven via Roland, 33rd, Remington, 27th, Howard, Pratt, Exeter, Stiles, Gough, Broadway, and Eastern.	All-night service operated by motor buses to Roland Avenue & Upland Road 6/22/47; westbound Pratt, South, Lombard, and Howard 10/14/51 and eastbound via bypass wire after 9 P.M. during B&O freight switching movements on Pratt Street. Converted to buses and combined with Rts 25 and 26 on 6/21/59.

10	Roland Park/ Mount Washington-Sparrows Point	6/21/59	Replaced trackless Rt 10 and bus Rts 25 and 26. Roland Park branch from Roland Avenue & University Parkway via Roland and 36th; Mount Washington branch from Belvedere Loop via Belvedere Avenue, Pimlico, Ken Oak, Cross Country Blvd., Kelly, Falls Road, and 36th; thence Chestnut, 33rd, Remington, 27th, Howard, Pratt (return Lombard), Broadway, Eastern, Dundalk Avenue, and Main Street (Dundalk); then either via Sollers Point Road to Dundalk Avenue or via New Pittsburgh Road, Fleming, Oak, and Avondale to Dundalk Avenue; then either to Sparrows Point Shipyard via Shipyard Road or to Sparrows Point Loop via Tin Mill Road, Penwood Road, 7th, F, 5th, and D Street.	Direction of Lombard and Pratt Streets reversed 7/25/59; Belvedere Loop trips extended to Belvedere & Belvieu 2/14/60.
11	Charles Street-Homewood	6/22/47	Replaced bus Rts A and O and streetcar Rt 11. Charles & Baltimore Streets to Armagh Village via Charles, Homeland, Springlake Way, Belvedere, and Bellona Avenue. Murray Hill branch via Charles to Bellona, loop Bellona, Haddon, and McKim to Charles.	Murray Hill branch designated Rt 56 as a shuttle 8/1/48 and absorbed again by through Rt 11 on 4/19/53. Northbound Cathedral, Maryland, and 29th to Charles on account of one-way streets 4/24/49; peak-hour limited-stop service 11/20/50; north on Charles and south on Cathedral 9/19/54; two trips in each rush hour non-stop south of Belvedere & Springlake 1/8/56; extended to Baltimore & Randall Avenues, Lansdowne, over part of Rt 27 and renamed Homeland-Lansdowne 9/6/59; northbound at Bedford Sqaure via Charles, Charlcote Road, St Paul, and Charles 1/23/60; northbound Howard and Lexington to Charles 2/14/60 and via Eutaw and Baltimore to Charles 6/18/61.
12	Orleans Street-Halethorpe	5/9/48	Formerly Rt Q, rerouted downtown via Lombard, Greene, Baltimore, and Liberty.	Eastbound via Lombard and Liberty, westbound via Franklin, Howard, and Lombard 4/24/49; some trips to Calvert Distillery Co. near Washington & Southwestern Blvds. 1/23/50; some trips to Revere Copper & Brass Co. at Washington Blvd. & Selma Avenue 3/5/50; some trips to American Can Co. at Halethorpe Farms & Canco Roads 11/13/50; via Wilkens, Maiden Choice Lane (instead of Elmridge Avenue) and Leeds Avenue 8/26/51; peak-hour limited-stop service 9/17/51; east on Pratt from Gilmor to Howard 10/14/51; Kaiser Aluminum & Chemical Corp. (formerly Revere) loop discontinued 11/9/52; Shoppers Special Service 3/29/54; eastbound Pratt, Howard, and Mulberry 9/19/54; eastbound Broadway, Madison, and Patterson Park 8/26/56; via Patterson Park, Lanvale, Milton, and Lafayette to Patterson Park 3/2/58; Maiden Choice Lane trips via Westland Blvd. and Linden Avenue to East Drive 6/21/59; east on Lombard and west on Pratt 7/25/59. Discontinued 9/6/59, Wilkens Avenue portion merged into Rt 3, Patterson Park Avenue portion merged into Rt 5, and Orleans Street portion abandoned.
13	North Avenue	1/10/54	Replaced streetcar Rt 13. Walbrook Junction to Wolfe & Aliceanna via North, Washington, Chase, and Wolfe, loop Aliceanna, Ann, and Eastern, return reverse to loop North, Denison, Clifton, and Edgewood. Some trips to Milton & North via North, Patterson Park, Lafayette, and Milton. Some all-night service to Howard Park; some all-night and all Sunday service to Belvedere Loop.	Alternate trips to Clinton & Newgate over former Rt 33 and Milton & North short-turns discontinued 9/5/54; via North and Wolfe to Aliceanna, return Washington, on account of one-way streets 6/23/57.
15	Belair Road-Edmondson Avenue	11/4/63	Replaced streetcar Rt 15. Overlea Loop to Walbrook Junction via Belair Road, Eager, Ensor, Gay (return Gay to Belair Road), Fayette, Eutaw, Saratoga, Fremont, Edmondson, Poplar Grove, and North.	Eastbound via Baltimore Street 11/10/63; some trips to Social Security 9/6/66.
16	Madison Avenue-Broadway	5/9/48	Replaced streetcar Rt 16. Madison & Cloverdale to foot of Broadway via Cloverdale, Eutaw Place, Whitelock, Madison, Eutaw, Baltimore, and Broadway. All-night service to Toone & Conkling via Rt 18.	Cut back to Baltimore & Hopkins Place 6/17/56, replaced on Broadway by a branch of Rt 19. Discontinued 1/10/59.
18	Pennsylvania Avenue-Canton	6/8/52	Replaced streetcar Rt 18. North & Cumberland to Toone & Conkling via Cumberland, Pennsylvania, Greene, Saratoga, Eutaw, Redwood, South, Lombard, High (return Exeter), Pratt, Caroline, Gough, Broadway, Eastern, Patterson Park, Essex, Fait, Kenwood, then A.M. hours Elliott, Clinton, and Toone to Conkling, P.M. hours reverse; return reverse to loop Pennsylvania, Baker, Division, and Cumberland.	Southbound Greene to Redwood and northbound Redwood, Paca, Franklin, and Pennsylvania on account of one-way streets 9/13/53; southbound Lombard, Albemarle, and Pratt 2/14/54; southbound South, Pratt, and Caroline 4/25/54; northbound Pratt, Albemarle, and Lombard 10/31/54; southbound A.M. hours Fait, Linwood, and Elliott, P.M. hours Fait, Linwood, and Hudson 9/16/56; southbound Greene, Lombard, and Patterson Park, northbound Patterson Park, Pratt, and Paca 7/25/59. Discontinued 9/6/59, absorbed by Rt 7.
19	Harford Road-Garrison Blvd.	6/17/56	Replaced streetcar Rt 19 and part of bus Rt 16. Parkville Loop (Taylor Avenue) to Belvedere Loop via Harford Road, Central, Ashland, Ensor, Gay, Fayette, Holliday, Commerce, Lombard, Eutaw, Madison, North, Denison, Clifton, Garrison, Belvieu, and Belvedere, return reverse to Eutaw, Redwood, South, Guilford, Fayette, Gay, Central, and Harford Road. Some trips from Belvedere Loop to foot of Broadway via regular route to Guilford, Baltimore, and Broadway.	Shoppers Special Service 1956; some trips extended to Carney in place of shuttle bus Rt 53 on 9/2/56; some trips to Fairdel via Glenmore Avenue, Eastern Parkway, Northern Parkway, Hilltop Avenue, Northway Drive, and Fairdel Avenue 9/3/57; Broadway branch discontinued 6/20/59; westbound Gay, Baltimore, Eutaw, and Madison 7/25/59; extended from Belvedere Loop to Belvedere & Greenspring and eastbound via Eutaw, Baltimore, and Gay 2/14/60; northbound Baltimore, Eutaw, Eutaw Place, and North 4/2/60; both ways on Eutaw 8/20/65.

20	Baltimore Street	5/9/48	Replaced most of streetcar Rt 20, part of streetcar Rt 15, and bus Rt N. West Baltimore Street Loop to Grundy & Gough Streets via Baltimore, Conkling, Lombard, and Grundy, return Gough, Conkling, and Baltimore. Some trips extended to Edmondson Avenue & Hilton Street via Baltimore, Hilton, Franklin, Denison, and Edmondson, or to Old Frederick Road & Monastery Avenue via Baltimore, Caton Avenue, and Monastery Avenue.	Extended to Point Breeze (Western Electric plant) over balance of streetcar Rt 20 on 7/25/48 via Baltimore, Haven, Lombard, Ponca, Poncabird, Holabird, and Broening Highway; Colgate Creek branch continued on Broening Highway to TA plant of Western Electric; Municipal Airport branch continued farther on Broening Highway to airport; Dundalk branch via Holabird, Dundalk Avenue, Liberty Parkway, and loop Dunman Way, Dunmurry Road, and Momington Road to Liberty Parkway; Crown Cork & Seal branch diverted via Ponca and O'Donnell to Newkirk. Old Frederick Road branch via Monastery, Old Frederick Road, Culver, and Caton 9/11/49; Dundalk branch extended to U-turn at Liberty Parkway & Dunkirk Road 9/18/49; some trips on Old Frederick Road branch extended to Edmondson Village via Old Frederick Road, Swann Avenue, and Edmondson Avenue to Athol Avenue 12/18/49; peak-hour limited-stop service 7/23/51; Direct Business Service between Edmondson Village and Charles Street 8/6/51; extended from Edmondson Village in two branches (West Edmondale and Wildwood Parkway) over Rt 49 on 11/9/52. Wildwood Parkway branch via Old Frederick Road, Athol, Edmondson, Woodington, Colborne, Wildwood Parkway, Mountwood, Augusta, Rokebey, Woodington, and Edmondson 9/22/53; Shoppers Special Service from West Edmondale 3/29/54, from Dundalk 5/7/56. West Edmondale branch extended to Addington & Coleridge Roads 1/16/55, to Westview Park 1/12/58, to Westview Shopping Center 8/31/58. Point Breeze and Colgate Creek trips via Ponca, O'Donnell, Boston, Broening Highway, and Holabird 11/16/58. Westbound Lombard, Conkling, and Baltimore 8/29/59; extended to Crosby & Johnnycake Roads 6/18/61; Westview branch extended to Chesworth & Collinsway Roads 8/4/63; westbound via Fayette Street 11/10/63; westbound Fayette, Poppleton, and Monroe 8/16/64.
21	Caroline Street-Preston Street (trackless)	3/6/38	Replaced streetcar Rt 21, diverted at the western end. Carey Street & Westwood Avenue to Caroline & Aliceanna via Westwood, Calhoun, Gilmor, Lanvale, Arlington, Harlem, Dolphin, Brevard, Preston, and Caroline, loop Aliceanna, Bond, and Eastern, return reverse to Gilmor, Cumberland, and Carey. Short-turns Caroline & Aliceanna to Dolphin & Myrtle, loop Argyle, Lanvale, and Myrtle.	Caroline Street Shuttle bus from Caroline & Aliceanna via Caroline, Lancaster, Broadway, Shakespeare, Bond, and Aliceanna operated 6/1/38 to 7/9/38. Myrtle Avenue trips turned eastbound via Preston, Eden, Hoffman, and Caroline 9/8/41; all-night service started 10/25/42; some trips to Eastern & Haven 3/30/43 via Rt 10; some trips via Caroline, Baltimore, Wolfe, Fairmount, East, Baltimore, Conkling, Lombard, and Grundy to Pratt 7/30/50 in place of streetcar Rt 26. Converted to buses 6/23/57 over former route except Pratt & Grundy trips eastbound via Baltimore, Washington, and Fairmount.
21	Caroline Street-Preston Street	6/23/57	Replaced trackless Rt 21.	Via Dolphin, Myrtle, Lafayette, and Gilmor in both directions 12/1/57; Pratt & Grundy trips discontinued 6/20/59; eastbound Dolphin, Eutaw, Biddle, and Caroline, westbound Preston, Eutaw, and Dolphin on account of one-way streets 8/22/59.
22	Crosstown	6/22/47	Formerly bus Rt S. Liberty Heights Avenue & Druid Park Drive to Eastern Avenue & Conkling Street via Druid Park Drive, 41st, 40th, University Parkway, 33rd, 32nd, Harford Road, Erdman Avenue, Edison Highway, Madison, Highland, Bank, Grundy, and Eastern.	East terminus Bank, Eaton, Gough, Grundy, and Bank 6/16/53.
23	Middle River	1/22/50	Replaced bus Rts P and 17. Howard & Centre Streets to Middle River via Centre, Calvert, Saratoga, Holliday, Fayette, Ellwood, Baltimore, Conkling, Lombard, Grundy, Pratt, Haven, and Eastern, return Eastern, Haven, Lombard, and reverse to Holliday, Lexington, and Howard. 10-cent fare of East Fayette Street independents retained over that portion of route until 1/22/51.	Peak-hour limited-stop service 5/7/51 to 10/20/52; extended to Old Frederick & Rolling Roads in place of streetcar Rt 14 and rerouted downtown 9/19/54, westbound Fayette, Holliday, Saratoga, Smallwood, Franklin, Edmondson Avenue, and Old Frederick Road, eastbound reverse to Saratoga, Greene, Lexington, Fallsway, and Fayette (renamed Middle River-Rolling Road). Eastbound Saratoga, St Paul, and Lexington 6/18/61; some trips to Fox Ridge 6/24/68.
25	Mount Washington	4/24/49	Replaced most of streetcar Rt 25. Camden Station to Kelly & Sulgrave Avenues via Howard, Madison, Cathedral, Maryland, 25th, Huntington, 28th, Sisson, Keswick Road, 33rd, Chestnut, 36th, Falls Road, and Kelly Avenue, return reverse to 25th, Howard, Park, Hopkins Place, Sharp, and Camden.	Peak-hour limited-stop service via Falls Road, Lanvale, Charles, Biddle, Park, and Hopkins Place to Redwood 4/9/51; extended to Belvedere Loop in place of Rt 48 on 9/16/51 via Kelly Avenue, Cross Country Blvd., Rogers Avenue, Pimlico Road, and Belvedere Avenue; via Ken Oak Road instead of Rogers Avenue 2/10/52; some trips to Union Avenue & Clipper Mill Road 8/11/52 in place of Rt 46; northbound Howard, Centre, and Cathedral 8/18/53; northbound Howard to 25th, southbound Howard, Park, Read, Cathedral, Liberty, Park, and Hopkins Place 9/19/54; southbound Howard, Read, and Cathedral 12/11/55; express service 6/18/56; northbound Huntington, 29th, and Sisson 7/14/57. Merged into Rt 10 on 6/21/59.
26	Sparrows Point	8/31/58	Replaced streetcar Rt 26. Pratt & Grundy Streets to Sparrows Point Loop via Grundy, Eastern, Dundalk, Main, New Pittsburgh, Fleming, Main, Oak, Avondale, Sollers Point, Dundalk, Toll Bridge, Riverside, Tin Mill, Penwood, 7th, F, 5th, and D.	Merged into Rt 10 on 6/21/59.
27	Federal Street (trackless)	1/1/39	Replaced streetcar Rt 27, rerouted via Howard Street. Morrell Park Loop to Federal & Luzerne or to East Biddle Street Loop via Washington Blvd., Paca, Camden, Howard, Preston, Aisquith, and Federal, or Preston, Edison Highway, and Biddle. All-night service to East Biddle Street only.	Peak-hour short-turn bus service between Morrell Park and Howard & Baltimore 11/6/41. Converted to buses 6/23/57 and extended over feeder bus Rt 52 via Hammonds Ferry Road to Randall Avenue.
27	Federal Street-Lansdowne	6/23/57	Replaced trackless Rt 27 and bus Rt 52. East Biddle Street Loop to Lansdowne via Biddle, Edison Highway, Preston, Howard, Camden, Washington Blvd., and Hammonds Ferry Road to loop Fifth, Baltimore Avenue, Randall, and Hammonds Ferry. Federal & Luzerne to Morrell Park via Federal, Aisquith, Preston, Howard, Camden, and Washington Blvd. Short-turns Hoffman & Brevard to Monroe Street.	Federal & Luzerne Loop closed 12/7/58, terminus Federal, Lakewood, Oliver, and Luzerne; eastbound to East Biddle Street Loop via Howard, Biddle, Broadway, and Preston, to Federal Street via Howard, Biddle, Eden, and Federal, and westbound from Federal Street via Eden and Preston, all on account of one-way streets, 8/22/59. Eastern branches merged into Rt 5 and west end merged into Rt 11 on 9/6/59.

28	Baltimore Highlands	6/22/47	Replaced bus Rt B, part of streetcar Rt 17, and part of bus Rt K. Madison Avenue branch from Madison Avenue & Cloverdale Road via Madison Avenue, Brooks Lane, Brookfield Avenue, and Reservoir Street; Callow Avenue branch from Park Terrace via Callow Avenue and Reservoir Street; thence Park, Read, Charles, Redwood, Paca, Fremont, Ridgely, Bush, Russell, Annapolis Road, Hollins Ferry Road, Arbutus Avenue, Annapolis Road, Georgia Avenue, Baltimore Avenue, and Ohio Avenue to Annapolis Road. Combined for operating purposes with Rt 37; all northbound buses designated 28. All-night service 33rd & Greenmount to Westport Loop.	Peak-hour limited-stop service 4/28/52; southbound Redwood, Greene, and Paca on account of one-way streets 9/13/53; via new Russell Street Overpass 11/2/53; via Russell Street both ways between Bush and Paca 4/11/54; southbound Park, Howard, Read, Cathedral, and Charles, northbound Redwood, Liberty, Park, and Howard on account of one-way streets 12/11/55; some trips extended to Riverview development at Freeway & Bero Road 4/30/56; extended over Rt 32 including its Randallstown extension 1/11/59; southbound Howard, Pratt, and Greene on account of one-way streets 7/25/59; northbound Howard to Park 2/14/60 when Liberty Street was closed between Lombard and Baltimore for Civic Center construction; Belvedere Loop terminus replaced by Belvedere & Belvieu 2/14/60; Woodlawn Loop terminus replaced by Gwynn Oak Avenue & Kriel Street 9/2/62; some trips extended to Pikesville 2/20/67.
29	University Parkway	6/22/47	Replaced streetcar Rt 29. Pratt & Light Streets to Roland & Lake Avenues via Light, St Paul, University Parkway, and Roland, return Roland, University Parkway, Calvert, and Pratt.	Peak-hour short-turns Calvert & Lexington to 39th & University Parkway 2/21/49; limited-stop service 7/26/50; extended via Belvedere Avenue and Charles Street to Bellona Avenue over feeder Rt 56 on 4/19/53; express service 6/18/56. Merged into Rt 6 on 1/11/59.
30	Fremont Avenue (trackless)	3/26/50	Replaced streetcar Rt 30. Charles & Lafayette to Charles & Barney via Lafayette, Maryland, North, McMechen, Division, Mosher, Fremont, Hamburg, and Charles, loop Barney, Patapsco, and Heath, return reverse to loop North, Charles, and Lafayette.	North end loop North, Maryland, Lafayette, and Charles 9/19/54, North, St Paul, Lafayette, and Charles 6/19/55. Converted to buses 8/22/58.
30	Fremont Avenue	8/22/58	Replaced trackless Rt 30. Charles & North to Charles & Barney via North, Mount Royal, McMechen, Division, Mosher, Fremont, Hamburg, and Charles, loop Barney, Patapsco, and Heath, return reverse to Mount Royal, Montreal, and North to loop St Paul, Lafayette, and Charles.	Via Fremont, Ridgely, and Hamburg in both directions 9/9/66.
32	Woodlawn	9/4/55	Replaced streetcar Rt 32 and feeder bus Rt 54. Camden & Sharp to Woodlawn via Camden, Howard, Liberty, Park, Read, Linden, Whitelock, McCulloh (return Druid Hill), Fulton, Reisterstown Road, Liberty Heights, and Gwynn Oak, return to Read, Cathedral, Liberty, Park, and Sharp. Randallstown branch continued from Gwynn Oak Junction via Liberty Road to Randallstown. Belvedere branch via Gwynn Oak, Ridgewood, Hillsdale, Belvieu, Garrison Blvd., Reisterstown Road, and Belvedere Avenue to Belvedere Loop.	Via Eutaw, Hoffman, Linden, Biddle, and Read due to Stae Office Building construction 4/21/57; West Arlington branch via Belvieu Road and Gwynn Oak Avenue 12/22/57. Merged into Rt 28-37 on 1/11/59.
33	Canton	2/28/50	Formerly bus Rt F. North & Gay to Clinton & Newgate via North, Milton, McElderry, Linwood, Baltimore, East, Elliott, and Clinton, return reverse to loop Milton, Lafayette, Patterson Park, and North.	Merged into Rt 13 on 9/5/54.
34	Canton-Highlandtown	3/5/50	Replaced streetcar Rt 34. Fleet & Oldham to Kenwood & O'Donnell via Oldham, Eastern, Conkling, and O'Donnell, return reverse to Eastern, Ponca, and Fleet.	U-turn at Lakewood instead of Kenwood 9/16/56; weekend service discontinued 9/7/68.
35	Walbrook-Lorraine	2/28/54	Replaced streetcar Rt 35. Walbrook Junction to Lorraine Cemetery via Clifton Avenue, Talboat Road, Clifton Avenue, Westchester Road, Lawina Road, Wakefield Road, Fairview Avenue, Granada Avenue, Forest Park Avenue, Windsor Mill Road, Keman Drive, and Dogwood Road. Some trips via Daniels Mills.	Via Forest Park Avenue, Dickey Hill Road, Tucker Lane, and Windsor Mill Road 9/2/62. Merged into Rt 15 on 1/30/66.
35	University of Maryland-Catonsville Community College	9/19/66	Started new. Operated between University of Maryland Baltimore County and Catonsville Community College.	Discontinued 11/18/66.
35	Crosstown	9/23/68	Started new. On Cold Spring Lane between Morgan State College and Garrison Blvd.	Discontinued 1969.
36	Ednor Gardens	6/22/47	Replaced the Greenmount Avenue part of streetcar Rt 8, with extensions. Lexington & Gay to The Alameda & Springfield via Gay, Fayette, Holliday, Hillen, Forrest, Greenmount, North, Homewood, Kirk, The Alameda, 36th, Ellerslie Avenue, Argonne Drive, and The Alameda.	Some tripsd extended to Beauregard & Woodbourne Avenues 9/4/49; via North, Guilford, Chase, Fallsway, and Fayette to Holliday, return Holliday, Lexington, Fallsway, Guilford, and North 1/1/50 (streetcar Rt 8 returned to Greenmount Avenue and Guilford Avenue Viaduct closed); extended downtown to loop Charles, Redwood, Hopkins Place, and Liberty 5/8/53; some trips extended over Rt 45 to York Road & Northern Parkway 9/2/56; downtown loop Guilford, Lexington, and Fallsway 2/14/60.
37	Cherry Hill	6/22/47	Replaced parts of bus Rts B and K and streetcar Rt 17. See Rt 28 for northern portion to Annapolis Road, thence Cherry Hill Road, Giles Road, Shellbank Road, Woodview Road, Cherry Hill Road, Hanover Street, and Reedbird Avenue to Potee Street. Combined for operating purposes with Rt 28; all northbound trips designated 28.	See Rt 28 for changes north of Westport Loop. Via Woodview Road, Round Road, Bethune Road, Bunche Road, Roundview Road, Cherry Land Road, and Cherry Hill Road 9/8/53.

40	Glyndon	6/27/48	Formerly bus Rt M.	Merged into Rt 5 on 9/23/51.
44	Belvedere Avenue	7/7/46	Started new. Belvedere & St Alban's Way to Frankford & Cedella Avenues via Belvedere, Echodale, and Frankford.	School trips extended to Belvedere & Roland 9/11/46 and most daytime trips 1/29/50; via new Frankford-Echodale cutoff 8/1/48; extended 0.9 mile south of Cedella Avenue 9/4/55; Cedonia branch started 6/19/60 and discontinued 9/67.
45	Baynesville	3/13/49	Started new. On Loch Raven Blvd. from Belvedere Avenue to Joppa Road. Operated 6 to 9 A.M. and 3:30 to 6:30 P.M. (10 A.M. to 6 P.M. Sundays).	Rerouted to York Road & Northern Parkway 12/11/49; midday and evening service started 9/5/50. Merged into Rt 3 and Northern Parkway segment into Rt 56 on 9/2/56.
46	Union Avenue	4/24/49	Replaced shuttle streetcar. 36th & Roland Avenue to Union & Clipper Mill Road via 36th, Falls Road, and Union Avenue.	Discontinued 8/10/52 except three trips in each rush hour operated by Rt 25 buses (marked 46).
47	Key Avenue	9/14/50	Replaced streetcar Rt 47 (a branch of Rt 25 until 4/14/49). Sulgrave & Kelly Avenues to Cheswolde Road circle via Kelly, South Road, Cross Country Blvd., Greenspring Avenue, and Cheswolde Road.	Absorbed Rt 58-Brighton 9/16/51 to 8/10/52 via Greenspring, Smith Avenue, Seven Mile Lane, Reisterstown Road, and Patterson Avenue to Brighton Avenue; Cheswolde Road terminus Berkeley Avenue, Hanson Avenue, Woodcrest Avenue, and Cheswolde Road 9/4/55 and Hanson, Taney Road, Cross Country Blvd., and Greenspring 10/4/59; express service to and from downtown 3/8/65; not on 1967 map.
48	Kelly Avenue	9/14/50	Replaced streetcar Rt 48 (the outer end of Rt 25 until 4/14/49). Sulgrave & Kelly Avenues to Belvedere Loop via Kelly, South Road, Cross Country Blvd., Bowers Avenue, Old Pimlico Road, and Belvedere Avenue.	Merged into Rt 25 on 9/16/51.
49	Edmondson Village	3/12/50	Started new. West Hills Parkway & Martin Drive to Lyndhurst Street & Glenhunt Road via West Hills Parkway, West Hills Road, Cook's Lane, Edmondson Avenue, Swann Avenue, Edmondson Village Drive, Woodridge Avenue, Walnut Avenue, Colborne Road, Wildwood Parkway, Rokeby Road, and Lyndhurst Street.	Cut back in Edmondson Village via Wildwood Parkway to Mountwood Road 11/11/51; revised outbound from Edmondson Village via Augusta Avenue, Rokeby Road, Woodington Road, Colborne Road, and reverse 12/2/51. Merged into Rt 20 on 11/9/52.
50	Mannasota Avenue	12/19/48	Formerly bus Rt U. Belair Road & Erdman Avenue to Mannasota Avenue & Parkside Drive via Belair Road, Mayfield Avenue, and Mannasota Avenue, return Parkside Drive, Brehm's Lane, Chesterfield Avenue, Cliftmont Avenue, and Erdman Avenue.	Extended and rerouted via Belair Road, Mayfield Avenue, Mannasota Avenue, Shamrock Avenue, Brehm's Lane, Dudley Avenue, Ravenwood Avenue, Chesterfield Avenue, Cliftmont Avenue, and Erdman Avenue 6/19/55; alternate trips clockwise and counterclockwise via Mannasota, Parkside, Sinclair Lane, and Chesterfield and via Erdman, Lyndale, Dudley, Sinclair, Parkside, Mannasota, and Erdman 9/4/60.
51	Dolfield Avenue-Monroe Street	10/3/48	Formerly bus Rts I (numbered 51 without change 6/27/48) and D. Belvedere & Belvieu to Washington Blvd. & Monroe via Belvieu, Garrison Blvd., Dolfield, Hilton, Gwynns Falls Parkway, Pulaski, Windsor, Bentalou, Edmondson, Payson, Ramsey, and Monroe.	Northbound Monroe, Eagle, and Payson on account of one-way streets 5/7/50; both ways via Payson, Baltimore, Pulaski, and Edmondson 7/4/65.
52	Lansdowne	1948?	Formerly bus Rt J. Morrell Park Loop to Hammonds Ferry Road & Randall Avenue via Washington Blvd. and Hammonds Ferry.	Merged into Rt 27 on 6/23/57.
53	Carney	1948?	Formerly bus Rt R.	Merged into Rt 19 on 9/2/56.
54	Randallstown	6/27/48	Formerly bus Rt E. On Liberty Heights Avenue and Liberty Road from Gwynn Oak Junction to Claggett's Store in Randallstown.	Shoppers Special Service between Milford Mill & Campfield Roads and downtown Baltimore 3/8/54. Merged into Rt 32 on 9/4/55.
55	North Point Road	1948?	Formerly bus Rt H. Eastern Avenue & North Point Road to 4th & D Streets, Sparrows Point.	Discontinued 10/19/52, replaced by Dundalk Bus Lines.
56	Murray Hill	8/1/48	Replaced a branch of bus Rt 11. Bedford Square to Haddon & Bellona Avenues via St Paul, Charles, and Bellona, loop Haddon, McKim, and Charles. Some peak-hour trips to Charles & University Parkway.	Via Charles, Wyndhurst Avenue, Keswick Road, Cold Spring Lane, and Roland Avenue to Somerset Road and some trips diverted over Woodbrook Lane and return 1/29/50. Discontinued 4/19/53; replaced by extending some trips of Rt 29.
57	Gorsuch Avenue	6/22/47	Replaced part of streetcar Rt 17. On Gorsuch Avenue between York Road and Harford Road, west loop Gorsuch Avenue, York Road, 33rd, and Frisby, east loop Gorsuch, Polk, Abbotston, and Harford Road.	
58	Brighton	6/27/48	Replaced the Brighton branch of bus Rt L. Belvedere Loop to Brighton & Patterson Avenues via Belvedere Avenue, Reisterstown Road, and Patterson Avenue, loop Parr, Ridge, and Brighton.	Replaced by extending Rt 47 from 9/16/51 to 8/10/52, then resumed from Brighton Avenue to Seven Mile Lane & Smith Avenue via Patterson Avenue, Reisterstown Road, and Seven Mile Lane; via Reisterstown Road, Falstaff Road, Park Heights Avenue, and Seven Mile Lane 9/7/52; weekend service discontinued and Brighton terminus Patterson Avenue, Alter Road, Chisholm Drive, Alter Road, and Patterson Avenue 6/24/57; extended via Patterson Avenue to Liberty Heights Avenue 11/27/61; peak-hour service replaced 6/21/65 by a branch of Rt 5 to Seven Mile Lane and a branch of Rt 7 to Brighton.
59	Colgate Shuttle	7/26/48	Started new. Ponca & Holabird to Colgate warehouses via Holabird, Newkirk, and Leland Avenue. Operated during weekday and Saturday peak hours only.	Discontinued 8/3/52.

A single Ford Transit usually sufficed to take care of the Parking Lot loop line, officially Rt 61, which was operated by Baltimore Transit Co. from August 1946 to January 1949. This service provided a rare glimpse of Fords in downtown Baltimore, as seen in this view on Howard Street north of Saratoga.

61	Parking Lot Loop	8/26/46	Started new. Howard & Preston Streets parking lot via Howard, Saratoga, St Paul, Light, Redwood, South, Guilford, Lexington, and Howard. Five-cent fare.	Extended to Pier 6 parking lot via Light, Lombard, Gay, and Pratt, return Pratt, Gay, Lombard, and South 9/14/48, at regular fare. Discontinued 1/3/49.
63	Pennington Avenue	1948?	Formerly bus Rt X. On Pennington Avenue from Curtis Bay to Coast Guard gate.	Merged into Rt 6 probably 1951.
64	Northwood Shopping Center	10/17/55	Started new. Northwood Shopping Center to Yorkwood Road & Waverly Way via Havenwood Road, Hillen Avenue, Cold Spring Lane, Moravia Road, Walther Blvd., Frankford Avenue, Sefton Avenue, White Avenue, Hamlet Avenue, Evergreen Avenue, Tramore Road, Laurelton Avenue, Woodbourne Avenue, Belvedere Avenue, Maple Hill Road, Edgepark Road, Lydonlea Way, Hillen Road, Wadsworth Way, and Yorkwood Road, return Waverly Way, Ayleshire Way, Sherwood Avenue, Hillen Road, Argonne Drive, and Tivoly Avenue. Operated hourly 8:15 A.M. to 6:15 P.M. except Sunday.	Extended from Argonne Drive & Tivoly Avenue via Argonne Drive, The Alameda, Arlington Avenue, York Road, Cold Spring Lane, The Alameda, Argonne Drive, and Tivoly Avene, and evening service added 4/30/56. Discontinued 3/17/57.
65	ARDC Shuttle	11/1/56	Started new. 600 Fallsway to Sun Building (Redwood & Charles), stopping only at 420 Fallsway. Possibly operated under contract for the U.S. Air Force.	
67	Howardsville Station	?	Started new. Shown on a 1964 list as a contract operation.	
70	Downtown Shuttle	6/22/59	Started new. State Office Buildings near Preston Street & Eutaw Place to Redwood & South via Eutaw Place, Eutaw, Madison, Howard, Baltimore, Charles, and Redwood, return South, Baltimore, Howard, and Preston. Operated 9:30 A.M. to 5:15 P.M. weekdays; 10-cent fare.	Southbound from Preston Street via Eutaw Place, Hoffman, Park, and Howard 2/22/60; via Eutaw Place, Dolphin, and Howard 2/6/67.
80	Uptown Shuttle	6/22/59	Started new. State Office Buildings near Preston Street & Eutaw Place to North & Charles via Eutaw Place, Biddle, and Charles, return North, Howard, and Preston. Operated 11 A.M. to 2 P.M. weekdays; 10-cent fare.	Discontinued 10/9/59; resumed 11/27/59 as a free service sponsored by North Avenue merchants, operated from noon to 2 P.M. with no intermediate stops; discontinued 12/24/59 and resumed for each Christmas shopping season thereafter until at least 1962.
86	Social Security	1/11/60	Started new. Direct buses between Social Security headquarters in Woodlawn and Northwood, Armistead Gardens, and Dundalk.	Charles & Lafayette trips started 1/25/60.
90	Sinai Hospital Shuttle	11/29/59	Started new. Belvedere Loop to Belvedere & Greenspring.	Merged into Rt 19 on 2/14/60.

APPROXIMATE AVERAGE HEADWAYS, FALL 1964

	Route	AM Base		PM	Evg	Sat	Sun	Owl	Notes
1	Fulton Avenue-Fort Avenue	7	20	7	15	15	17	60	All-night service Fort McHenry to Belvedere & Belvieu via Rt 5.
3	Baynesville	4	6	3	15	5	15	60	Express and Limited trips added in peaks; all-night service North & Gay to Oregon Avenue.
	Halethorpe	5	13	3	15	8	15	60	
5	Slade Avenue	4	7	4	7	6	15	—	Express and Limited trips added on Slade Avenue end in peaks; east end trips alternate at most hours between Moravia and Patterson Park Avenue, with some peak-hour trips to Federal Street and some to East Biddle Street Loop.
	Patterson Park Avenue/Biddle Street	4	15	4	15	10	15	—	
6	Roland Park	6	8	8	15	20	30	—	All-night service Monument & Kresson to Curtis Bay.
	East Monument Street	8	30	15	30	20	30	60	
	Curtis Bay	8	20	15	30	20	30	60	
	Fairfield	15	30	15	30	20	30	—	
7	Pikesville	5	15	8	15	20	25	90	Express and Limited trips added on Pikesville end in peaks; all-night service North & Pennsylvania to Toone & Conkling.
	Canton	10	30	7	30	15	50	90	
8	Towson	4	10	4	10	10	15	60	Express and Limited trips added in peaks; all-night service over regular route.
	Catonsville	3	10	4	10	10	15	60	
10	Roland Park/Mount Washington	6	10	5	12	10	20	60	Alternate trips to Mount Washington and Roland Park at most times, but peak headways Mount Washington 8 A.M., 12 P.M. and Roland Park 15 A.M., 10 P.M. Alternate trips turn back at Dundalk at most times. All-night service Belvedere & Groveland to Sparrows Point.
	Sparrows Point	4	10	5	12	10	20	60	
11	Homeland	8	15	7	15	15	24	60	Express and Limited trips added on Homeland end in peaks; Murray Hill branch served in peak hours only; all-night service Washington Blvd. & Whittier to East Biddle Street Loop via Rt 5.
	Lansdowne	6	15	7	15	15	24	60	
13	North Avenue-Canton	2	7	3	6	10	11	60	Every third trip to Canton at most times; Sunday service extended to Windsor Hills and Sinai Hospital via Rt 19; all-night service Gwynn Oak Park to North & Milton.
15	Belair Road-Edmondson Avenue	5	10	5	12	10	20	70	Express trips added in peaks on Belair Road end; all-night service Fayette & Eutaw to Overlea.
19	Harford Road	3	8	4	8	8	24	60	Express trips added in peaks; every third trip to Carney at most times; Sunday service Howard & Fayette to Carney; all-night service Windsor Hills to Parkville.
	Garrison Blvd.	5	10	4	10	10	24	60	
20	Baltimore Street	3	7	4	15	10	15	—	Some midday trips to Walbrook Junction; service east of Highlandtown alternates at most times between Point Breeze, Dun= dalk, and Williams Avenue.
21	Caroline Street-Preston Street	6	10	8	15	20	15	60	All-night service over regular route.
22	Crosstown	5	15	10	20	20	20	60	Added peak-hour short-turns 33rd & Ednor to Belair & Erdman; all-night service over regular route.

Still typical of Baltimore Transit in the mid 1960's when the headways in the table were in effect, TDH-4507 1437 stops near the War Memorial Building on Rt 5. The paper sign in the windshield says CHESWOLDE. At some time prior to 1962 the Rt 5 trips formerly turning at Manhattan Avenue Loop were revised to U-turn in Northern Parkway just north of Park Heights Avenue. Service was subsequently extended via Northern Parkway to Cheswolde & Greenspring.

23	Middle River-Rolling Road	4	10	4	10	12	15	60	All-night service Edmondson & Poplar Grove to Rolling Road.
28-37	Woodlawn-Baltimore Highlands/ Cherry Hill	5	10	5	10	7	15	60	About every third trip to Randallstown; all-night service 33rd & Greenmount to Cherry Hill.
30	Fremont Avenue	12	23	12	23	20	25	—	
34	Canton-Highlandtown	20	—	20	—	20	30	—	6 to 9 A.M. and 2:30 to 6 P.M. (Sundays 10:30 A.M. to 5:30 P.M.).
35	Walbrook-Lorraine	15	45	20	22	45	45	—	
36	Ednor Gardens-City Hall	4	20	6	30	20	35	—	One express trip in each rush hour.
44	Belvedere Avenue	5	10	15	30	20	30	—	
46	Union Avenue	3 tr	—	3 tr	—	—	—	—	
47	Key Avenue	25	40	28	—	30	30	—	
50	Mannasota Avenue	7	20	10	20	20	20	—	
51	Dolfield Avenue-Monroe Street	10	37	10	20	20	34	—	
58	Brighton	40	40	40	40	—	—	—	
70	Downtown Shuttle	—	10	15	—	—	—	—	

General Note: Headways in the table refer to local service on the inner portions of routes.

BUS REQUIREMENTS

Space does not allow a complete listing of bus requirements by lines as of the fall of 1964; but at that time there were 799 buses on the property and the regular routes listed above needed 605 during the morning peak, 252 in the midday base period, and 636 in the afternoon rush. School trippers and contract services not listed here required an additional 85 buses in the A.M. rush. P.M. peak requirements on the major routes: 56 buses on Rt 19, 53 on Rt 23, 52 on Rt 8, 49 on Rt 3, 46 on Rt 6, 46 on Rt 28-37, 45 on Rt 5, 43 on Rt 15, 39 on Rt 10, 34 on Rt 20, 30 on Rt 7, 27 on Rt 13, 24 on Rt 11. Each of these lines required between 10 and 20 buses to fill midday schedules. Rts 34, 47, 57, and 58 each used only a single bus.

STATISTICAL SUMMARY

Year	Revenue Passengers	As of December 31 Cars	Buses	TT's	Population City	County
1920	253,934,179				734,000	76,000
1921	238,090,980					
1922	233,732,146			3		
1923	232,798,380	1927		3		
1924	228,423,774			3		
1925	224,235,527	1907		3		
1926	225,255,633		77	3		
1927	218,714,410	1555		3		
1928	200,466,304	1543		3		
1929	193,030,409			3		
1930	170,587,405	1396	94	3	805,000	127,000
1931	145,106,739	1386	107	3		
1932	118,057,127	1190	109	–		
1933	103,920,921	1038	109	–		
1934	120,891,706	1038	109	–		
1935	117,593,733	1038	104	–		
1936	124,433,968	1043	160	–		
1937	130,061,683	1017	186	–		
1938	126,401,917	1006	192	47		
1939	129,279,531	950	202	52		
1940	138,146,380	903	219	92	859,000	
1941	160,050,906	1036	248	92		
1942	223,471,830	1080	248	122		
1943	267,569,927	1080	238	122		
1944	262,915,306	1072	237	128		
1945	259,456,713	1023	198	128		
1946	256,669,479	1022	312	128		
1947	240,582,184		420	128		
1948	236,178,301	639	651	190		
1949	216,387,612	587	652	190		
1950	194,851,362	571	656	190	950,000	270,000
1951	177,431,322	559	656	190		
1952	159,462,148	525	620	190		
1953	151,391,816	402	594	167		
1954	140,478,770	240	611			
1955	132,200,409	240	594	166		
1956	104,494,880	176	645	166		
1957	117,208,265	176	689	79		
1958	109,144,194	140				
1959	101,004,851	139		–		
1960	99,366,263	135		–	939,000	
1961	95,230,174			–		
1962	93,850,340	121		–		
1963	91,749,867	–		–		
1964	92,079,693	–	799	–		
1965	92,564,273	–	794	–		
1966	95,638,112	–	794	–		
1967	97,195,650	–	797	–		
1968	88,874,075	–	797	–		
1969	93,983,492	–		–		
1970		–	797	–	906,000	621,000

CAMERA VIEW

Stewart & Stevenson recently held an open house in Houston to unveil a new line of 40-foot, 30-foot, and 25-foot buses. The body of the 40-foot bus is built in South America. Interior appointments, power train, and running gear are to be installed in a new S&S facility in Houston. The prototype shown has a Detroit Diesel engine and Allison transmission in a T-drive configuration; it is presumed that other packages may be available. The 30-foot bus on display reflected a great deal of European influence in its interior and unusual one-piece door. Here again the power train is a Detroit Diesel engine and Allison transmission in a T-drive arrangement. A handsome 25-foot body-on-chassis bus has a John Deere chassis and a Marco Polo body. This bus will also be final assembled in Stewart & Stevenson's Houston factory.

California Parlor Car Tours has five new MCI 102C3's with 8V-92 engines, five-speed manual transmissions, 40 seats, and a bar-galley; shown *(below left)* is 65 at Yosemite National Park. *Below right*, Greyhound 0015 is an Eagle 05 still in Trailways red and white but with GREYHOUND lettering in blue. It is one of a group being operated in Los Angeles commute service under contract to the Orange County Transit District. —Dave Housh

NEWS & NOTES

Houston's Gulf Transitway

Last May 16 the Metropolitan Transit Authority of Harris County (Metro) and the Texas Department of Highways and Public Transportation opened the first 6.5 miles of the Gulf Transitway from downtown to Broadway along I-45 south. Bus service has also been inaugurated to Metro's Eastwood Transit Center, which is adjacent to the freeway at Lockwood.

The remaining 9 miles of the Gulf Transitway and two park-and-ride lots are expected to be finished in 1991.

The $100 million Gulf Transitway is the third of five Houston transitways. The 11.5-mile Katy Transitway on I-10 west is completed and open. On the North Transitway along I-45 there are 9.6 miles open, 4.5 miles under construction, and 5.6 miles planned for 1991 completion. A Northwest Transitway along U.S. 290 is being built, and construction contracts have been let for the Southwest Transitway on U.S. 59. All told, that's 75 miles of transitways—the largest such program in the country.

Barrier-protected lanes, usually in freeway median strips, are reserved for one-way use by buses, van pools, and carpools. It has been found that the North and Katy transitways carry as many people during the peak travel hour each way as the adjacent three freeway lanes combined.

Eight existing bus routes and two new ones serve the Eastwood Transit Center, which is linked directly to the Gulf Transitway by an elevated ramp. —Houston Metro

Chicago RTS Specs

More information is now available on the CTA order for 491 TMC RTS-2's. The Chicago specifications call for major changes involving substantial expense for TMC, which must have seen this $85 million contract as an extremely important one in terms of increasing its order backlog and sustaining its production at four buses per day.

Having accepted a legal mandate requiring wheelchair lifts in these buses, CTA wants the lifts at the front. TMC will develop a revised front-end module with a double-stream entrance door and other changes, including relocation of the electrical panel so that it is accessible from the outside. CTA also specified a rear window, and it will be interesting to see how this is managed.

TMC intends to introduce in-line engine placement as an option and might have begun with the Chicago buses, but CTA wants transmission retarders, not yet available on Detroit Diesel Allison transmissions suitable for use with 6V-92's set longitudinally, so the fleet will have transverse engines and angle drive.

—Metro

OPPORTUNITY AVAILABLE

Person interested in writing bus articles, with possible travel opportunities to visit bus companies, transit properties, and attending bus meetings. Write "Opportunity," Motor Bus Society, P.O. Box 7058, West Trenton, N.J. 08628.

San Jose Route Changes

With the extension of its light rail line into downtown San Jose, Santa Clara County Transit revised numerous bus routes effective June 20. Changes made because of the light rail line included reroutings to afford transfer connections as well as cutbacks to avoid duplication of service. In an unrelated set of schedule changes, evening service on many routes was retimed to provide improved connections.

The part of San Jose to the northeast of the central business district now has more of a grid system of routes. The 36 line coming in from Cupertino was revised east of the Civic Center to run out Mabury Road. Its former terminus at Piedmont & Landess Avenues, East San Jose, is now served by new line 59, which meets the car line at Brokaw Road and continues to and beyond Great America. In the same area but closer in, the 82 and 85 lines exchanged northern terminals and were rerouted.

The 303 is a new line operated at 20-minute intervals during peak hours only between Almaden Valley and downtown San Jose via the Almaden Expressway. Express lines 142 and 144 have been replaced by new lines 304 and 304A from the far southeastern part of San Jose through downtown, Santa Clara, Sunnyvale, and Mountain View (where the 304A ends) to Palo Alto.

Charlotte Renumbers Routes

In addition to new Rt 53X-Lawyers Road previously announced, Charlotte Transit System started Rt 5 between uptown and Charlotte/Douglas International Airport during weekday peak hours effective September 5. At the same time the numbering system was changed so that destinations are numbered instead of routes. Former Rt 1-Mount Holly-Providence/Randolph is now 1-Mount Holly in that direction, 14-Providence and 15-Randolph going the other way, as an example. Also Rt 41X-Archdale Express was extended to Pineville, and the 64X-Gold Circle Express was extended to Crown Point.

—Charlotte Observer

IN MEMORIAM

It is our sad task to report the death of
Shelby Hagberg
a long-time member of the Motor Bus Society
formerly residing in Gillett Grove, Iowa.

We also regret to report that
James S. Farkas
of Gahanna, Ohio died on February 22, 1988.
By preserving Co-operative Bus Co. records
he was instrumental in putting together
the Wheeling history for this magazine.

ANNOUNCEMENT

THE SPRING MEETING OF THE MOTOR BUS SOCIETY WILL BE HELD IN HOUSTON, TEXAS OVER THE WEEKEND OF APRIL 15 AND 16, 1989.

Headquarters will be the Ramada Inn at Hobby Airport, East. Rates are $37.00 per day per room, plus tax, either single or double occupancy.

Tentative schedule is as follows:

Saturday - Sierra Stages, Island Transit (Galveston), Kerrville and Greyhound/Trailways. There will be a flea market, short business meeting, and slide program Saturday evening.

Sunday - National Transit, Houston Metro, Texas Bus Lines, Houston Gray Line.

Numerous vintage buses will be on display. Already confirmed are buses from S & S, Eagle, a Twin of 1948 vintage from Winters Transit, and a TDH-5301. Others are being arranged.

More details and registration forms will be included in the next issue. Please set aside these dates. This will be a great meeting with lots of buses to see. Support your association.

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